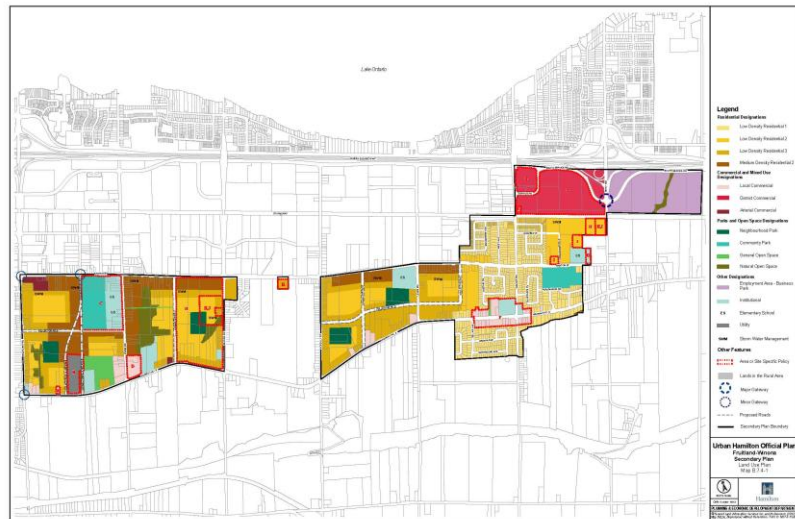




Hamilton

City of Hamilton

Fruitland-Winona Secondary Plan



PUBLIC FEEDBACK REPORT

**Open House and Information Session
Held February 6, 2014**



Hamilton

FRUITLAND-WINONA SECONDARY PLAN OPEN HOUSE AND INFORMATION SESSION HELD FEBRUARY 6, 2014

PUBLIC FEEDBACK REPORT

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FRUITLAND-WINONA SECONDARY PLAN OPEN HOUSE AND INFORMATION SESSION FEBRUARY 6, 2014 PUBLIC FEEDBACK REPORT

1. CONTEXT FOR THE OPEN HOUSE AND INFORMATION SESSION

On February 6, 2014, the City of Hamilton held an Open House and Public Information Session from 4:00 to 8:00 p.m. at the Winona Vine Estates at 269 Glover Road to discuss key issues regarding the Fruitland-Winona Secondary Plan.

Notice for the February 6, 2014 Open House and Public Information Session was provided through the following:

- Stoney Creek News on Thursday January 23rd, 2014;
- The Hamilton Spectator on Friday January 24th, 2014;
- City's Website at www.hamilton.ca/Fruitland-Winona on Thursday January 23rd, 2014;
- E-mailed to all individuals on the Secondary Plan distribution list on January 27th, 2014;
- E-mailed to all members of the former Community Advisory Committee;
- Postcard mailed, the week of January 27th, 2014 to all residents within the study area and 120 metres surrounding as well as individuals within Ward 10 who live between Fruitland Road and Dewitt Road and between Barton Street and the Niagara Escarpment; and,
- Two portable signs advertising the meeting, one in front of the Stoney Creek Municipal Centre and one in front of the Winona Vine Estates at 269 Glover Road posted on January 30th, 2014.

PURPOSE OF THE OPEN HOUSE AND INFORMATION SESSION

- To explain what the Secondary Plan will mean for residents, businesses and stakeholders and their properties.
- To clarify issues about roads and traffic, amount and types of housing and parks and schools.
- To discuss minor changes related to these issues.
- To explain where we have been and where we are going (Secondary Plan approval process and next steps).
- To receive input and discuss comments and questions.

ABOUT THE OPEN HOUSE AND INFORMATION SESSION

The Open House and Information Session was organized to maximize opportunity for individuals to review the information on key issues, to ask questions and to provide further input on their concerns and ideas. This meeting format is a responsive way of ensuring that individuals can learn about the issues that concern them and discuss these directly with City staff. It provided everyone in the community with equal opportunity to participate. A key goal was to ensure that residents, property owners and stakeholders would be able to review the Recommended Secondary Plan and minor changes to it so as to provide input on the key directions for review by City staff and Council.

Six information stations (see Figure 1) were set up around the room with City staff available to discuss questions and comments and to receive feedback on the minor changes. Individuals were able to visit each station of interest to them, to discuss their views and questions. Handouts were provided at each station with summary information on each issue and topic. The information provided at the meeting is available at www.hamilton.ca/Fruitland-Winona.

The Open House and Information Session was attended by over 239 people. The staggered time from 4 p.m. to 8 p.m. was intended to provide the opportunity for residents to attend either in the afternoon or evening and to do so at their own pace. Some participated for shorter periods of time (under an hour) and others stayed for much longer with some attending for the full four hours.

Over thirty members of the City staff team participated in providing information and responding to questions. A multi-disciplinary representation of staff were available to address issues related to planning, housing, parks and schools, roads and traffic, property and finance, and legal. A representative attended from the City Manager's Office. Councillor Brad Clark and Councillor Brenda Johnson and Assistant Kathy Dinney assisted at the Welcome Station and in guiding people to the areas that they were interested in. Councillor Maria Pearson assisted at Station 3 on roads and

FIGURE 1 – OUTLINE OF STATIONS

Station 1 - Welcome

City Councillors and City staff were available to explain why the Open House was being held and to share information about the process and how comments will be addressed.

Station 2 – What Does This Mean for Me and My Property

Learn about what the Secondary Plan means for you and your property by reviewing the maps and Secondary Plan and discussing your questions and comments with City staff.

Station 3 – Roads and Traffic

Learn about the Fruitland Road EA, truck traffic and other transportation studies including status of the EA, and how roads and traffic will be reviewed. Discuss questions with City staff and share comments.

Station 4 - Parks and Schools

Learn about the Community and Neighbourhood Parks and schools in the Secondary Plan and options being considered to address concerns. Discuss these with City staff and provide your input.

Station 5 - Amount + Types of Housing

Learn about the amount and types of housing and where these would be located. Discuss height and air drainage issues with City staff and provide your comments.

Station 6 - Where Have We Been and Where Are We Going (Secondary Plan Process and Next Steps)

The Secondary Plan process began in 2007. Provincial Policy requires that the Secondary Plan comply with Provincial and City of Hamilton Planning Policies. Learn about the public consultation meetings held and the status of the Recommended Plan. Discuss with City staff how your comments will be addressed and Next Steps.

traffic where issues pertaining to Fruitland Road were discussed.

Public input was sought through the following:

- Individualized and small group discussion with City staff around the six key stations.
- Posting of comments on flipchart paper posted on the walls and on easels. Residents and stakeholders wrote their own comments on the paper and City staff assisted in recording input on the flipcharts. These comments are found in Appendix A.
- Completion of a Comment Form and returning it at the Open House and Information Session on February 6, 2014 – 70 forms were returned on February 6, 2014. These are included in Appendix B.
- Provision of additional comment forms, email correspondence and letters to City staff. An additional 40 submissions were received by the end of day on February 14, 2014 and these are also included in Appendix B.

Sue Cumming of Cumming + Company an independent facilitator and public consultation specialist was retained to assist the City in planning for and conducting the meeting. This report has been prepared by the facilitator to document the public input received through the Open House and Information Session for review by the City staff and Council. To ensure transparency in the reporting of the input received through the Open House and Information Session, this report includes the recorded flipchart points from all the station discussions in Appendix A. Individual comments received have been transcribed verbatim and are found in Appendix B. Where specific addresses were provided the street numbers have been omitted from this report but are being reviewed by City staff. Names of individuals are not included.

GENERAL OBSERVATIONS AND COMMENTS

The customized approach for the Open House and Information Session meant that residents were able to speak for some time with City staff to pose questions, share their concerns and review issues, pose follow-up questions and provide suggestions and other comments. At times it was relatively busy and patience was exhibited by most as they waited to ensure that staff could move around and between stations to answer inquiries and provide information. Many came to talk with City staff multiple times, to share more information and opinions which helped to further an understanding of the Secondary Plan and issues and concerns. Many commented that it was an effective meeting because they were able to have one-on-one time with City staff in an atmosphere that did not seem intimidating.

A few people noted that they felt the plans and drawings were too small to view and that there was not enough City staff available at the busy times to address larger groups of people who gathered in some of the stations. Some indicated that many of the City staff were new to the process (it having started in 2007) and couldn't answer questions that related back to that time. These individuals were encouraged to write down their opinions for the public feedback report.

A number of individuals objected to the format of the meeting wanting instead to have a more formal setting to ask questions and provide comments so that everyone could hear the

questions and answers at once. A few commented that they were tired of meetings and were opposed to the growth that was planned and wanted the process to end.

A contentious issue at the Open House and Information Session was the status of Concept C reviewed in 2009 and the opinion that this plan had been changed without the knowledge of the community. Confusion resulted for some residents about how the Recommended Plan was developed, the role of the Community Advisory Committee and City staff and perceived flaws in the process. This resulted from being met in the lobby and provided a pamphlet on their way into the meeting which outlined the Chair of the CAC's opposition to the Fruitland-Winona Plan Secondary Plan (November 2013 Plan). This pamphlet was placed in the Public Comment Box and is attached as comment no. 111 in Appendix B. The discussion at the stations provided clarification and addressed questions and concerns as best possible. A few individuals noted that the CAC last held its wrap up meeting in 2010 and that it no longer had a role. Everyone was encouraged to write their views on the comment forms and on the flipchart paper provided and many did so.

2. KEY MESSAGES HEARD

There is significant community interest and involvement with many different views about how the City should proceed with addressing growth planned for the Fruitland-Winona Community. Many who attended the meeting have been involved throughout the Secondary Plan process since 2007 and have much history to relate on how the plan has evolved. There are also a number of new residents who attended to learn about the plan and provide their input. Existing business owners also attended and provided their comments and suggestions. Given the significant input received, it is important that any synthesis of key messages heard be reviewed in the context of a more detailed review of Appendix A (flipchart points from the meeting) and Appendix B (completed comment forms, email correspondence and letters received). The following is a high-level synthesis prepared by the Facilitator on the key themes noted at the Open House and Information Session and includes a summary chart found at Figure 2.

a. Mixed views towards support for the Recommended Plan.

Many residents oppose the Recommended Plan citing concerns about too much housing, lack of support for townhouses and apartments, issues with the four storey height maximum, concerns about increased traffic congestion and implications of park and school designations on their properties. On the height issue, while residents seem to support the reduction in height from six to four storeys, many are of the opinion that four storeys are still too high and out of character with the Winona Community. These residents believe that a three storey height limit should be established. There are concerns about the increased traffic from new development and location of collector roads with the potential for trucks and more traffic routed by school zone and people's homes. Many residents would like to see the plan referred to as Concept C – April 2009 revisited and specify this in their comments found in Appendix B.

Many other residents indicate support for the Recommended Plan and the growth and change that it will bring to the community. For some, timely implementation is needed with the view that the process seems to keep stepping backward with the re-introduction of working concepts previously reviewed. These residents and property owners would like to see the plan move forward to create new opportunities resulting in investment in the community and job creation.

b. Specific issues with land use designations for individual properties.

A number of individual property owners voiced concerns about how their properties were being designated on the Recommended Plan. Some of these addressed the desire for commercial designation of lands. Another related to opposition to an open space land use designation. Another noted that only a portion of the property was designated leaving part of it undevelopable. These are documented through individual responses found in Appendix B.

c. Assurances sought from the City that no properties would be expropriated for parks.

Residents would like assurances in writing from the City that their lands would not be expropriated for parks. Additional concerns were noted about the potential expropriation by School Boards. School Board representatives were not at the Open House and Information Session.

d. Desire for additional commercial uses to support the needs of the community.

Some residents voiced concerns about the lack of commercial uses for the community and would like to see additional commercial uses such as a grocery store, personal service and convenience commercial uses.

e. Address existing traffic congestion and mobility.

Existing problems along Barton Street and Highway #8 and Fifty Road with speeding, turning movements, poor egress and access to the commercial uses off Highway #8 (Tim Horton's and Venus Gas Bar) were identified. Concerns were noted about poor traffic flow on McNeilly Road and Goldcrest Drive and other roads within the community. Others noted concerns about the lack of sidewalks and incomplete sidewalks particularly on Barton Street and Lewis Road and the need for better pedestrian access and cycling infrastructure. Increased bus service was identified as important for accessibility in the community. A number of other specific roads improvements and traffic calming measures were identified and these are referenced in the individual comments found in Appendix B.

f. Build infrastructure before and as new development occurs.

With new growth, residents would like to see infrastructure put in place to support the new development before and as it occurs. Many noted that too often the infrastructure is put in after the new homes have been built.

g. Opposition to closing off Fruitland Road by community residents and businesses vs. support for this from residents on Fruitland Road who support closing it off to address their health and safety concerns.

A significant issue at the Open House and Information Session related to Fruitland Road and whether it would continue to be a through route or closed at one end with a cul-de-sac. Residents living on Fruitland Road highlighted health and safety issues relating to significant traffic, noise, access to driveways and pedestrian crossings. They would like to see traffic calming measures put in place (to calm down and slow down traffic) – plants in medians, markers stop signs and flashing yellow signs are some of the ideas noted). Some would also like implementation of a plan referred to as the 1992 Plan for closing Fruitland Road.

A significant number of attendees expressed opposition to the closing off of Fruitland Road and indicated that it has been a thoroughfare and collector road in the community for decades. Many in the community (residents and businesses) want Fruitland Road to remain open and cite concerns relating to access to QEW, impacts to other area roads including Dewitt Road, loss of a well-travelled route connecting homes and major roads and highways, emergency vehicle access, business impacts and impact to overall traffic patterns and costs. They are opposed to changing Fruitland Road because it is a main access to the QEW and a main artery in the community. Closing Fruitland Road would cut off many from direct access to their homes and businesses thereby creating shortcutting through other existing neighbourhoods which have narrow lanes and lower speeds posted. Many believe that there are traffic calming measures that could be implemented to address immediate homeowner concerns.

FIGURE 2 – GENERAL THEMES ACCORDING TO KEY STATION TOPICS

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| <i>Roads and Traffic</i> | <ul style="list-style-type: none"> • While some residents noted that the roads and transportation were noted to be well laid out, others have concerns about the location and functioning of the collector roads – north south collector road in particular citing impacts to school zone, area homes and concerns about roundabouts shown on the plan. • Debate over by-pass/closure of Fruitland Road at one end. • Desire by some to revisit road configuration shown on Concept C. • Existing traffic congestion from the QEW to Barton Street /Fruitland Road intersection. • Concern about amount of exiting traffic and poor existing road condition and congestion with upgrades needed to Barton Street, Fifty Road, Highway #8 and Winona Road including turning lanes, sidewalks, safer crossings and other improvements. • Suggestions for rerouting roads for mountain access. • Traffic concerns relating to the new Walmart and Costco. • Need to address speeding through road design and enforcement. • Impact of north south collector on pedestrian and cycling safety and property values. • Safety around new school area from trucks and other traffic. • Construct sidewalks in the community along Barton Street and other areas. • Issues with access to/from Tim Horton's and Venus Gas Bar. • Traffic calming in key areas – i.e. Fruitland Road and Sherwood Park. |
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| <i>Parks and Schools</i> | <ul style="list-style-type: none"> • No expropriation to establish parks and schools. • Specific residents on Barton Street and Jane's Road and near schools object to their homes being shown as school and institutional fearing loss of homes. Compensation is an issue. People want to stay in their homes. • Some residents like the layout and plans for schools and parks. • A few noted preference for Option 1. (School and Park designation removed from lots fronting Barton Street). • Concerns about location of Community Park along Fruitland Road EA Preferred Alternative. • Community centre and splash pad important for the community. • Support separation between the community centre and seniors centre. • Several question the number of school and types of schools sites (elementary vs. secondary and public and separate) and noted that the School Board representatives should have attended the Open House and Information Session. • Add buffer zones for properties in school zones. • Safety, noise and air quality impacts of trucks and vehicles around proposed school zone noted to be of concern. |
| <i>Types and amount of housing</i> | <ul style="list-style-type: none"> • Want to see less population and lower density citing that the Recommended Plan has too many homes for the area. • Opposition to townhouses and high-rise apartments noting concerns about values and character of Winona community. • Support for reducing height from six to four storeys. A few noted that five to six storeys is preferable so as to avoid future urban sprawl. Others strongly support establishing a maximum three storey height limit more akin to the character of Winona. • Air drainage issues were raised with respect to height of buildings. • Compatibility with single-detached homes noted as an important consideration for locating townhouses and apartments. Some suggestions were noted about locations for townhouses - closer to Winona School, along Barton Street, north of the Collector Roads with single-detached along Fruitland Road and south of the Collector Roads. |
| <i>Commercial</i> | <ul style="list-style-type: none"> • Would like to see additional commercial for the community with a focus on community and convenience type uses. Specific property locations were identified for desired locations for more commercial uses. |
| <i>Infrastructure</i> | <ul style="list-style-type: none"> • Upgrade infrastructure before or as development occurs • Better storm water management and overland flow routes • Concern about capacity at Fire Station to service bigger population. |
| <i>Drainage and wetlands</i> | <ul style="list-style-type: none"> • Drainage issue with the creek running parallel to Fruitland Road. • Importance of protecting natural areas. • Concern about wetlands at Fifty Road and South Service Road and insufficient run-off allowance for the natural habitat. • Concern about impacts to Niagara Escarpment Commission lands. |
| <i>Other considerations</i> | <ul style="list-style-type: none"> • Consider putting ED Smith lands in the Plan • Review implications and opportunities associated with Greenbelt Plan Review in 2015. |

APPENDIX

APPENDIX A: Information Station Flipchart Points

APPENDIX B: Individual Comments Received

APPENDIX A

FLIPCHART POINTS FROM FEBRUARY 6, 2014 MEETING

Flipchart paper was posted on the walls and members of the public provided their comment directly on the flipcharts. City staff also assisted in recording comments and questions. The following responses were received at the Open House and Information Session. These are verbatim comments transcribed from the flipchart notes.

STATION 2 – WHAT DOES THIS MEAN FOR MY PROPERTY

- Page 1
- Would like sanitary sewers on Highway #8 from Fruitland Road to Glover. Would like the City to reconsider
 - Does this mean bus transportation will be expanded?
 - Where are the low density single family homes?
 - Full bus service to Fifty Road Now – service to the seniors buildings and employees from Jones Road to Fifty to Barton to Jones (both directions)
 - How are transport trucks able to turn off new collector onto Barton Street with a 50 foot trailer?

STATION 3 – ROADS AND TRAFFIC

- Page 1
- What was the preferred option for Fruitland Road and why do people seem to want the Fruitland Road by-pass? What happened to it? Will Fruitland Road remain open to connect to the QEW? Would like it to remain open.
 - What is happening to Barton Street?
 - With increased expansion in Binbrook, Fruitland Road and DeWitt will see additional south bound traffic with the proposed bypass.
 - The Fruitland Road/ Winona Advisory Committee do not agree with this plan.
 - Safety around the proposed school area re: trucks and other traffic and environmental (i.e. air quality) hazards and noise increase.
 - Prefer Plan C by the CAC – liked everything about it. Best road configuration (different Concept C from the original).
- Page 2
- Want to see 1992 Fruitland Road design in the land use plan. (Researched what was going to happen to Fruitland Road design prior to purchasing my home in 1992 and was shown the 1992 design EA from Fruitland Road (Town of Stoney Creek).
 - Plan not implemented but the Binbrook development was allowed to be developed and increase north to south traffic through the area with excessive speeds.
 - Would like to see Fruitland restricted at one end so there is no through traffic.
 - Amount of traffic on Fruitland Road at 5 – 6 p.m. during the regular week.
 - First plan roads before development.
 - If something is designated natural space is it protected?

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| Page 3 | <ul style="list-style-type: none"> – Need to look at traffic and speed (80 km is too high) on the North Service Road between Fifty and Fruitland. Bike routes, community parks, proposed school at Dartsmouth and North Service Road. – QEW – when there is accident car traffic goes through local roads and North Service Road and residents cannot get out of neighbourhoods. – At 735 South Service Road near Fruitland (Siemens) making left is dangerous – City need to look at road design especially near the bend near the auto wreckers. |
| Page 4 | <ul style="list-style-type: none"> – Want Fruitland Road to be cul-de-sac or closed at one end and trucks moved to new proposed road – decrease traffic on Fruitland – make it safe. – No safe area to cross the street from the west side to the east side – especially for mail boxes. – Maybe a crosswalk would slow down the traffic. – Traffic on Fifty Road will increase. In the Mountain access in particular. Concern about increase in traffic (use it now two times per day). Will Fifty Road be widened to accommodate it? – Investigate Greenbelt to accommodate truck route. Concern about too many trucks on Highway #8 now, how will they be accommodated in the future? – Leave Fruitland Road the way it is and lower the speed limit to 40 km as they did on Lake Avenue. – Why is Glover Road not a truck route? Suggest new access (south only) off QEW at Glover and one between Fruitland Road and Centennial (south only) |
| Page 5 | <ul style="list-style-type: none"> – Need a stop light at Lewis and Highway #8. – What is going to be the design for Highway # 8 – it is dangerous for our customers when they come to our fruit stand? When they slow down, they get honked at and profanities. Need to come up with ways to slow traffic down. There have been fatalities and near fatalities on the highway. – 5 to 6 years ago, a car was speeding on Highway #8 took out Hydro pole around 1130 Highway #8. Near 1125 Highway #8 has witnessed three car flips into ditches. Venus Gas Station on Highway #8 – very dangerous. These areas should be looked into during Highway #8 design. |
| Page 6 | <ul style="list-style-type: none"> – Concerned about the heights of the condominiums at 3 storeys. Don't want the look of Berlin Wall – put it somewhere else. – Concerned about air drainage for our crops – Do not want Fruitland Road closed – no cul-de-sacs. Main thoroughfare to remain open. – If you buy house next to the airport, don't complain about noise, if you buy a house on Fruitland Road don't complain about the noise, you knew traffic was there when you bought. – For emergency sake, I don't think it is feasible to close either end of the road. – If you close Fruitland, residents need to drive through the subdivision. Streets have double parking – it will be hard to drive and worse in snow conditions. |

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| | <ul style="list-style-type: none"> – Want same type of housing on the east side of Fruitland being proposed to match the single family homes on the west side – maintain same building design. |
| Page 7 | <ul style="list-style-type: none"> – How will we accommodate all of the new development – put road changes before all houses and commercial stuff gets built? – How will the traffic be impacted off QEW – north on Fifty Road. – With the Catholic School coming on Barton Street, there is no left turn lane for the buses. The City should improve Barton Street in the area prior to the school going in for the safety of the kids. – Traffic impact/improvements are needed on Fifty Road south of QEW. – What is the timing of the widening of Highway #8? – Bottleneck on QEW Service Road and Highway #8. How are we going to deal with additional traffic being proposed? – What are the additional traffic numbers being forecasted? – What is the timing for work on the main arteries? – Don't want people to be moving in first and then waiting for intersection improvements (i.e. stoplights, access to the highway) to catch up to develop. We don't want the Waterdown experience. |
| Page 8 | <ul style="list-style-type: none"> – Scared about the amount of traffic the new development is going to bring to all along Fruitland. – Existing infrastructure cannot support existing uses – especially QEW, Barton Street and Highway #8 and will not be able to support what is planned. – Eliminate bike lane and make Barton Street four lanes. – Put infrastructure in place first before development occurs. – Sidewalks on Lewis for the schools. – Continue sidewalks – not half done. – Barton Street is a major roadway and should have sidewalks on both sides. – Overflow traffic needs to be accommodated either on Barton Street or Highway #8 through a four lane design. – Proper to put infrastructure second and planning first – has this been done? – Proper to have completed sidewalks. – Where will the nearest GO Train Station be? – How much wider will Highway #8 be? |
| Page 9 | <ul style="list-style-type: none"> – Walkable community to Walmart. – Will new development impact the Peach Festival? What will Winona Road traffic become during the Peach festival with Walmart and Costco? – Lighting improvements on Winona. – What's happening to Winona Road improvements? – Fifty Road – when are improvements (i.e. sidewalks) going to come in? – Make it walkable to Walmart. – With new school it seems like Fifty Road and Barton Street will be extremely busy. How will we keep it safe for the community? |

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| Page 10 | <ul style="list-style-type: none"> – How are we proposing that trucks will turn from Collector Roads onto Barton Street and from Barton onto Fruitland Road? – What is to stop trucks from using Fruitland Road once the collector is constructed? – “Shortest path of resistance” – how are you going to get the area from not bottleneaking at Fruitland and Barton to get to the new N-South Collector? – Look at Fruitland from Barton to the bridge. Sunnyhurst to Arvin – how are the trucks going to turn? – Proposed bike lane on Winona Road between Highway #8 and Barton will impact parking spaces. Driveways are not long to have parking. – Want onstreet parking to stay open on Winona Road. – Concerned with increased traffic on Winona Road due to the new Walmart and Costco. – Will trucks now be coming onto Winona Road to go to the new Walmart and Costco off of Highway #8 (i.e. delivery trucks)? |
| Page 11 | <ul style="list-style-type: none"> – There is a lot more than Fruitland Road in the Fruitland Winona Secondary Plan. – Your CAC does not support this plan. – We would like to know why the Planning Committee says Concept C as proposed by the CAC and City Staff does not meet with government regulations when we had reps from the City advising us. – We do not support the City’s new Plan. – Bring back old/original Concept C. |
| Page 12 | <ul style="list-style-type: none"> – Let’s do something different in Fruitland-Winona and build the infrastructure first. – Who is controlling timing of development – developers or the City? – I live under the escarpment on Regalview and I don’t want Fruitland Road to close. I bought my home to have easy access to the Highway. |
| Page 13 | <ul style="list-style-type: none"> – Keep Fruitland Road open – divert trucks – closing Fruitland Road could cause safety issues on Dewitt where two schools are. – Great point (referring to above noted suggestion) – Also new development means more traffic. More speeders. Put cameras in. More money for City for fines of speeders. Tired of speeders on Winona something needs to be done. Speed bumps or more police activities. Tired of my vehicle getting damaged because I park on the road. Tired of jumping back into my car because of ignorance of people speeding. It’s a 40 km zone with kids playing. |

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| Page 14 | <ul style="list-style-type: none"> – Roundabouts are a great suggestion – with additional vehicle traffic it will slow vehicles down on Jones Road. – Please make Goldcrest Drive one way up the hill and Adriatic one way down. Is it possible? – Amount of traffic on Goldcrest is horrible. – Love the plan. Let's move forward. – Enough of the meetings let's progress. – How ridiculous. Keep Fruitland Road open. It is just common sense to have it open. |
| Page 15 | <ul style="list-style-type: none"> – Concern about traffic numbers and speeds going south on Fruitland Road through Goldcrest, south of Riverview (not a problem north of Riverview). Make Goldcrest one way, going south only. – Add another QEW exit between Centennial and Fruitland – that will defer some of the truck traffic. – Great idea (referring to above-noted suggestion). – Add additional signage on Fruitland Road so trucks do not go through Highway # 8 light and into survey on Regalview Road. – Improved transit from/to downtown Hamilton core (B-line) – Keep Fruitland Road as is no cul-de-sac. – Ditto (referring to above-noted comment). – I agree if the trucks are there - why close the road, leave it as it is. (Referring to the above-noted comment). |
| Page 16 | <ul style="list-style-type: none"> – Traffic concerns – Fifty Road did not /have not taken new development in Grimsby into consideration regarding this impact. Traffic off Fruitland - what then send it to Fifty? NIMBY! – Trucks need a safe access from and to Highway QEW, keep Fruitland Road open to trucks. Do not close Fruitland Road. I use it twice a day every day. My kids ride it. My family walks it. It is not that bad. If you close Fruitland Road. I won't be able to access my home. |
| Page 17 | <ul style="list-style-type: none"> – Why have you (City) clear cut the lot at Sunnymeade already? – Serious concerns about traffic on streets surrounding Walmart. What is being done to address this issue? In particular on Fifty and Winona. |

| STATION 4 - PARKS AND SCHOOLS | |
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| Page 1 | <ul style="list-style-type: none"> – How/why/when were the residential lots on Fruitland Road and Barton Street changed to Commercial (i.e. Grand Olympia)? – We need a grocery store/movie theatre. Fifty Road is too far away. We need more commercial in Fruitland Road area. Put more commercial on Barton – extend the designation at Grand Olympia. Ground floor is not enough. Not the right type. We need a grocery store. – Your Community Advisory Committee does not agree with this Plan. – How do/will we know where the roads will go? – I think that we should have another public meeting to have people's questions asked and answered in a community forum. – Priority #1 – people do not lose their homes. I don't want to see people expropriated or lose their homes. I want it in writing – legal document that you will not expropriate. There is a lot at stake. On Barton want to be residential. Okay with medium density but want my house to be okay. I want to be legal use. |
| Page 2 | <ul style="list-style-type: none"> – What happened on SCUBE group meetings with Planning Committee (what were the outcomes of the meetings)? – Why haven't we had a School Board Member attend these meetings? Major issue with school capacities. – Love it! Some members of the Community Advisory Committee do agree with this plan! – Why do you have two new elementary schools (expropriating existing houses on Barton Street) when the separate school purchased property across from Winona Park and Winona Public exists? – How will we promenade through everyone's existing living rooms? – Will they consider a high school? CN and Orchard Park only high schools in area. |
| Page 3 | <ul style="list-style-type: none"> – Let's all remember what actually transpired at these now disbanded CAC meetings. Whether City staff changed Concept 'C' or not is completely irrelevant. Concept C has many deficiencies which people clearly are not remembering. As a collective group we were not in agreement with going ahead with this plan. As far as jobs/people per hectare, number 75 was mentioned in one of the first couple of meetings. I continually asked staff to give me the stats for all the areas in Hamilton as a comparison. – There is no longer a CAC. We are merely concerned citizens with a vested interest in our community. SCUBE represents Fruitland Road to Fifty Road and Highway #8 to Barton Street. Let's remember it in its entirety. |
| Page 4 | <ul style="list-style-type: none"> – Option #1 makes most sense – less residences would need to be expropriated. Still vacant property for parks is available. People who have their homes can stay and not lose homes to expropriation. – Please work with the community and cancel this ridiculous plan. – How are the natural features mapped? Is there a more detailed map? |

| STATION 5 – AMOUNT AND TYPES OF HOUSING | |
|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Page 1 | <ul style="list-style-type: none"> – Concerns with form of housing (townhomes) adjacent to their dwelling. – Too many units per hectare. – Your Community Advisory Committee does not agree with this plan. – You can't have it both ways trying to keep us rural just a few feet from large apartment buildings and industry. There will be no more rural. No more apartment buildings – common sense. – High rise in Fruitland! No way! – Forcing farmers on Highway #. 8 to keep the lands for fruit and then proposing to put in 4 storey buildings – ridiculous. – Town houses – future slums. – No townhouses in Winona. – Election year – don't count on my vote. |
| Page 2 | <ul style="list-style-type: none"> – Highway #8 – concerns with collector road on property. – Concerned with built form backing onto Willow Lane – prefer singles. – Traffic from QEW to Fifty will be horrendous when Costco, Walmart move in. Time to fight again! – We don't want our area to resemble "downtown Hamilton". No 3 – 4 storey apartment s/buildings in residential area! |

| Page Numbers | STATION 6 – WHERE HAVE WE BEEN AND WHERE ARE WE GOING – COMMENTS AND QUESTIONS |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Page 1 | <ul style="list-style-type: none"> – Please be aware that your Community Advisory Committee does not support the plan you are being shown today. |
| Page 2 | <ul style="list-style-type: none"> – If they develop greenbelt (ED Smith lands) based on a 70 persons per hectare will that increase the total population of the area? – Love the plan. Let's move forward. – Plan looks good – please proceed. – Thank you for the great information. We are excited about the changes. When can we open the champagne? – The Community Advisory Committee does not support this plan. |

APPENDIX B

FEEDBACK ON COMMENT FORMS, THROUGH EMAILS AND LETTERS

Comment Forms were provided to the public at the Welcome Station and were available at each of the Information Stations. The comment form indicated that all comments received by February 14, 2014 would be included in this report. At the meeting 70 Comment Forms were returned. An additional 40 comments were submitted through the completion and return of the comment form to City staff, through emails and letters. Where specific addresses were provided the street numbers have been omitted from this report but are being reviewed by City staff. Similarly, the names of individuals including residents, businesses, City staff and Councillors have been excluded. In a few submissions, text that addressed a particular individual or was about an individual was omitted. Each number corresponds to an individual's response.

1. Please protect the natural surrounding areas and wildlife. Dense is less! Infrastructure needs updating first. Parks, Parks, Parks! Protect greenbelt areas. Keep the fruit in Fruitland! No greed over green!
2. I live on Barton Street - I do not wish to see a school on top of my home. I also do not want a sidewalk through my living room. I feel strongly that the 1st plan of the Advisory Committee would have been the best plan. I would like the City to address the huge traffic jam issues before going any farther.
3. I think Fruitland Road should stay as is - open from Barton to Hwy #8, like it has been for the last 50+ years.
4. Please keep Fruitland Road open! Local residents have been using this road for over 20 years plus to get in and out of their surveys and to get back and forth to work. Closing Fruitland could cause a safety concern on Dewitt with two schools on it. Okay with additional stop sign or light on Fruitland in the future. Agree a truck collector/bypass but it must be easy for trucks to use it to get on/off QEW. The new arterial road addresses this.
5. Please keep Fruitland Road open. We love the new aligned road.
6. Very worried about large increase in traffic on Fruitland Road, it is already too busy and backs-up at the QEW especially. Wish to deter traffic on Barton Street-Hwy #8 section (residential) of Fruitland Road. Fruitland Road (Barton street- Hwy 8) must be kept open for residents to use, those of us on west side survey would have to use internal roads, already narrowed by parking especially when snow banks are present. Emergency vehicle access would be affected.

Do not want town houses on Fruitland east side south of Barton Street housing on Fruitland Road should be mature (single family dwellings) as the existing properties.

7. The plans appear to have taken as much as they can to accommodate neighbourhood concerns. Staff appears to have developed excellent proposals for the secondary plans. Roads and transportation are well laid out with thoughtful consideration to all factors. Let's move on with this!
8. Let's get this plan done and move on. The City is losing much needed tax money from such developments. This whole area has been allowed to sit dormant for far too long! This is called progress. Let's get started in building a wonderful part of this great city. No more looking back. Let's look forward for the betterment of all. Good luck and great job. Love the concepts. Four stories on Barton are quite acceptable.
9. We need Fruitland Road to stay open and the new aligned road is fine. When does this start? We are excited about growth and change is good.
10. With all the traffic/road changes and additions, hopefully the truck traffic won't increase on Jones Road.
11. Plan looks good. Put ED Smith's property in plan - help get it out of Greenbelt in 2015. Do not interfere with Fruitland Road period!
12. Expand. Build.
13. I do not agree with the north-south collector. Result will be unhappy residents on Barton Street. It will create more pollution than already occurring. Bypass joining in south of Olympia seems to be more reasonable and keeping Fruitland Road open to vehicular traffic would be an asset to the residential area. I do not support the plan as presented.
14. Do not agree with proposed plan. Very important to involve the Fruitland/Winona Advisory Committee and revisit the proposal. Too much dense housing areas – no apartment/condos – high-rise. I've just moved to Winona because of low density housing. To approve this plan would destroy the community feeling of Winona.
15. Do not agree with this Plan. Bring back the 2009 plan that we all agreed on. I hate this plan. We did not approve it.
16. I have concerns regarding the wetlands located at the east intersection of Fifty Road and South Service Road. There is insufficient run off allowance for the natural habitat. It seems that traffic concerns are not being addressed sufficiently increased traffic is an issue now. Winona cannot wait for developers to take action. I still have concerns regarding density. Four stories do not protect the character of Winona.
17. We do not approve of the proposed SCUBE plan. We prefer Plan C back from 2009. We are property owners on Jane's Road. Our lands have been slated continually for and institution with no plans of compensation.
18. Overall everything looks great. Love concepts for schools, roads and green space. Roundabouts are great ideas for controlling traffic flow of larger vehicles. Slight concern with high to medium density 4 story units along Barton. Looking forward to the growth in the area. I heard lots of negative comments but it was mainly from people who sat on the

CAC and did nothing or had nothing positive to say from the start. They'd rather complain than work to make our community better.

19. Keep Fruitland Road as it is. Closing Fruitland at Barton will create too much traffic in the subdivision with the large volume of people accessing Sherwood Park. Create an access road from North Service Road to Baseline Road (east of Winona Road). Close Baseline at the Service Road, currently there is too high volume of traffic and trucks on Baseline. Being a new neighbourhood the setbacks and layout are not conducive to high traffic, which will worsen once the commercial development south of QEW between Winona Road and Fifty Road is complete.
20. It seems the plan crams too many people into the space. Too many townhouses, too much high density. Just developers making lots of money from small lots.
21. Traffic flow on Fifty Road. Traffic flow on Winona Road. Have meetings in the evening not morning time. Widen Barton Street with sidewalks. Clean up Petit Street along the tracks. Traffic flow on Fruitland Road
22. I do not support closing of Fruitland Road at any point. It is an access road from the QEW and the route I take multiple times daily.
23. Fruitland Road promised cul-de-sac (first plan of 1992). Get the transport trucks off Fruitland. Do not extend Sherwood Forest Drive.
24. Do not want to see any Medium Density Residential 2 in any of the proposed areas. Do not want any Low Density Residential 3 in any of the proposed areas. Would like to see only Low Density Residential 1 and 2. New Collector Truck Lane to be built removing heavy traffic from Fruitland Road but leaving Fruitland Road open.
25. Do not close Fruitland Road. It affects all other routes around it. Do not build apartment buildings and high density residential Grimsby/Stoney Creek doesn't need to become Hamilton. These types of structures also affect road traffic. Similar builds have also been done in Burlington and it created traffic chaos.
26. Want the original Fruitland Road bypass (from 1992) makes the most sense to traffic flow. Less pollution and other safety considerations. Also the density of 75 people per hectares should not be permitted but the Provincial 55 people per hectare should be. Make Fruitland Road a cul-de-sac as promised 20 years ago!
27. I strongly oppose the proposed closure of Fruitland Road, it makes no sense. We are always going to have heavy traffic areas in the area. Shall we close down Highway #8 too? Dewitt Road south of Highway #8 has heavy traffic at rush hour time as cars go up the hill to escarpment. It would be great if Dewitt Road is made into 2-way on hill or build a new mountain access close by.
28. Worried Niagara Escarpment land will be developed. Flooded issues. Too many houses. No apartment buildings! Bigger lots.

29. I cannot find any reason to support proposed plan. It will increase numbers of vehicles on our already crowded streets. Truck traffic does not present a problem at this time, but with opening of more super stores (Walmart, Costco) it could create a large problem and we can kiss our beautiful way of living in Winona good bye!

At the present time I have one problem with our location, traffic! After the survey east of Goldcrest Drive was developed Fruitland Road was extended into new street Riverview Drive, traffic for upper part of our survey on the hill (Upper Adriatic Boulevard) it has become a steady 12-14 hours a day main way of people living in upper part of going to and coming from QEW via Fruitland Road. Riverview drive to Goldcrest Drive south of Riverview, Upper Adriatic Boulevard to the survey has become a freeway. Also, people that come from east to Dewitt Road to make a right hand turn are almost at 0. Everybody turns left on Envoy, right on Heritage and then left on Dewitt to go up the hill. The people I talked to about their problems say that these are normal happenings!

Let Hamilton build up and fix their way of living and leave Winona what it is.

30. No high rise apartment building along Barton (between McNeilly and Lewis) - creates garbage. Apartment tenants don't care about community. Keep Winona clean/green. This will ruin our view of the escarpment!
31. Option 1 on the proposed revisions is great for people on Barton Street but severely affects those on Jones. We want what is fair to all those currently living in the area. we do not want townhouses built in a row close to our homes. Lower the density to low level and it would be better and a lot more acceptable. The school and park are a great option but why can't it be sensitive to the current residents and block in all of our houses. On Barton Street, we win with Option 1 but at the expense of our neighbours which is not acceptable.
32. I do not support closing Fruitland and do not support anything that displaces any homes.
33. Require a buffer between our property and any other structure. Have no intention to sell our property. If school zoned property on Jones Road becomes residential we must be notified! Where is the School Board to talk to at this meeting? We do not agree with this plan, it must work with the existing community.
34. No trucks on Fruitland Road. No trucks on Barton Street. Make Barton Street four lane road. Recreation centre near Fruitland Road.
35. I live on Jones Road and I am not pleased with any of this, however what most upsets me at this time is the clear-cutting done between Jones Road and Fruitland Road and the mess. Over the summer burn piles smouldered for weeks and the smell was horrible. Now they are dumping dump-truck loads of snow behind us. Between the noise caused by trucks and wondering about flooding when it melts it is very upsetting. Why did it have to be cut/de-iced when we know all of this is going to take years to develop!
36. Fifty Road at Highway #8 will require upgrades - i.e. turn lanes. Fruitland Road should remain the same as it is an important link to the QEW. Barton Street must be expanded to four lanes and urbanized. Fifty to Fruitland we need to move traffic in and out. Four storey apartments along Barton Street only is a good idea. Fruitland to Glover only.

Fifty Road will be an important traffic artery, improve to four lanes A.S.A.P. With the SCUBE development and the Walmart/Costco development traffic infrastructure must be upgraded first.

37. Please consider rezoning to eliminate the chances of expropriation by the School Board. I do not support Fruitland Road becoming a cul-de-sac. Please widen it.
38. We are very concerned about traffic congestion on Fifty Road when Costco and Walmart open up. We live on the north side of Fifty Road and will find it very difficult to turn left off the off ramp. We cannot accommodate all the increased traffic. We are told nothing will be done to correct this; our community will be at a standstill.
39. They definitely need a new high school probably both Catholic and Public since Orchard Park and Cardinal Newman are the only two from Centennial to Fifty. Many disagree with Walmart. There is one on Centennial. Perhaps a better supermarket.
40. I don't agree with the changes. I am concerned over the property surrounding the proposed community park between Highway # 8 and Barton Street and the people who live there. These are people's homes here and even though City Hall will not expropriate, the School Board will.

The road planning will not support the community. My largest concern is the collector road and the effect on Fruitland as well as to Winona Road. Already I have called the police many times this year because of the speeding where it is not safe for kids to cross. Building Walmart and Costco will only make it worse.

I also do not like how few people tonight were able to answer my direct questions. It makes me mistrust the plans and any promises being made.

41. Would like to keep Fruitland Road open. I agree with the new arterial road.
42. The idea of putting four storey complexes in the middle of single family detached homes is idiotic. Obviously whoever is behind this idea does not face the same dilemma. The whole idea is all about money with no care whatsoever about the community or the people living in it. The truth will come out! All of the politicians and Councillors backing this plan know this. You will never get a vote in any future election ever!
43. No apartment buildings along Barton Street. Look at other communities that have grown i.e. Niagara on the Lake without being ruined by high rise/apartments. McNeilly will become too busy getting to Service Road. Community cannot handle the amount of traffic. Traffic will be a nightmare along Barton Street between McNeilly and Lewis Road. So much for the country feel of Winona.
44. No apartment buildings along Barton Street. Look at other communities that have grown (Niagara on the Lake) without ruining it by high rise/apartments. McNeilly will become too busy getting to Service Road. No Buildings!
45. We do not support the City's new Concept C. We want the original Concept C put forth as adopted by the Community Advisory Committee and SCUBE. We want assurances from the City and School Boards in writing that there will be no expropriation of homes.

46. I very strongly urge that this should be an open forum question and answer open to all concerned.
47. No, we did not agree to this plan. No, No, No. against all of these condominiums.
48. What was wrong with the first Advisory Committee plan? We don't agree with losing our home on Barton Street. We also don't want a road closer to our house. Please come up with a plan that revolves around the 'current' community and a plan the 'current' community endorses. This is why we vote. Council must put their voters #1 and stop lying.
49. Expand – build houses.
50. My concern is my house being expropriated for school or park – we have been here since it was built and intend to stay here for the rest of our lives.
51. The plan is better than expected. Let's get on with it.
52. I am not happy with this presentation of an open house. Have proper discussion meeting that you can speak your mind. Too much population for Winona. Too much traffic. Our roads cannot handle all of that. North of the collector road should be townhouses, south should be single homes. This would make a big difference to all of us. Let the Town of Winona be a pleasure to live here not to be jammed in like sardines.
53. Do not close Fruitland Road to north-south access. I have lived in this area for over twenty years and use this road as a route to my home. I walk, run and ride along the sidewalks on this road and I have never seen a problem or concern. Do not close this road!
54. Fruitland Road should be kept open. It is good for the community and will also help in creating employment for the local community. I feel community will benefit a great deal if Fruitland Road is kept open.
55. No high rise development or townhouses. No high density properties unless seniors living facilities. Features for residents – where is our recreation centred. Better infrastructure i.e. storm water facilities. Do not allow what happened on Hamilton Mountain – i.e. cookie cutter development with poor planned storm water management, overland flow routes, etc. Better traffic control i.e. crossing at Fifty Railway. Allow for larger lots. No room for parking cars on roads with too many townhouses.
56. I would like Fruitland Road kept open to traffic so we can get to the QEW. Also I would like to see single-family homes along Fruitland Road to keep in tune with existing homes already there. And also a better solution at Tim Horton's exit/enter from Fruitland Road north and south.
57. Leave Fruitland Road open. Truck traffic directed to Arvin. 2015 Greenbelt review is one year away. What does that mean to the remainder of farm land (E.D Smith)? Niagara Region has prepared a report. What is Hamilton going to do? Must consider rural zoning allows for legal medicinal marijuana production on commercial level. Barton Street and Fifty Road should be urbanized – extend sewers.

58. Would like commercial extended all the way from Lewis Road to Winona Road on Highway #8. Walmart should not have a monopoly on commercial lands on Winona. Would like to build a strip commercial on lands on Highway #8. Designate for General Commercial. Should not stop at Bellair. Asking for lands to be designated General Commercial now not through a subsequent process.
59. I do not agree with the plan. I would like the 2010 Plan. I also want sanitary sewer on Highway #8 from Fruitland Road to Glover. We are taxpayers just the same as the people east of Glover Road. Also would like a definition on open space.
60. As resident and landowner we are opposed to the proposed park and school designations. We object that the entirety of our land is being used for public uses and no mechanism for compensation has even been discussed. It is unfortunate that the City has not made any effort to contact us considering it mainly affects our property. We are prepared to move forward with an official appeal and bring this matter before the OMB.
61. I oppose the future School designation on Jones Road. Also, the location of the community park does not make sense at the proposed location. We have Sherwood Community Park less than 1 kilometre away from the future community park. Should it not be placed further to the east?
62. Concerned about making sure we get sewers on Barton, east of McNeilly. Fruitland should absolutely stay open. Truck route should remain on Fruitland or you will create tons of traffic congestion and unnecessary left hand turns. Concerned about the narrowness of Fifty Road, how will it accommodate so much extra traffic? Will there be sidewalks on Fifty Road from Hwy # 8 to commercial, i.e. Fiasco on Centennial re: Pedestrians walking to Walmart closed down a lane to accommodate. You need buses/ plans for buses now! There are so many new businesses in Winona people who don't have cars and can't get there. Need more parks especially around McNeilly and Barton. The planned parks are too far away to walk to; everything looks close on the map.
- I live on Barton. How much widening of Barton Street will there be? How much Frontage will I lose to extra lanes of traffic and sidewalks? Too much density, we have too many working farms. People will just complain about the manure. High-rise should be at Fruitland or Fifty Road. We need apartments to rent and not just condos. I am always concerned about accessibility for the physically challenged and for families with strollers.
- I would like to be informed about anything and everything that affects Fruitland-Winona. Thanks.
63. Re: Traffic density on Goldcrest Drive dangerous driving by people coming down the mountain. Incredible amount of thru traffic coming from the mountain and turning from Goldcrest to Fruitland Road. All day from 6 AM to 9PM without stopping. Coming down the mountain with too much speed, turning and ending up on our lawn, horribly scary. Making Goldcrest Drive one way street going up the mountain would greatly resolve the problem. Drivers could go down on Adriatic Boulevard and up toward mountain via one way Goldcrest. Oh, how we wish for that! (Sometimes the wishes do come true, maybe this

time? thank you for listening). I think your proposal is fine as far as we are concerned, however, I heard some very unsettling comments at the meeting, I feel for those people.

64. Greenbelt protection - what happens in 2015? We don't want 4-6 storey homes. We purchased our home 15 years ago and what is planned in our jurisdiction does not meet the surrounding areas of single family dwellings.

Crossroad by Fruitland Road will add traffic and chaos. Barton Street will not be able to handle traffic. No fire station (24/7 staffed), no public transportation and sidewalks for the population growth. I do not agree with this plan.

All meetings involving discussion/options should be available and organized in the evenings not during the day while people of the community are working and not able to make it.

65. Fruitland Road needs traffic calming measures. The new plan proposes re-routing these trucks to the collector road so that no heavy commercial trucks are on Fruitland between Barton and Hwy 8. This is a great idea! A stop sign or flashing yellow light is needed on Fruitland Road at Sherwood Park Road due to traffic coming from arenas soccer fields. I love the idea of a community centre splash pad at Jones and Barton! Wow! That would be fantastic! Let's get a move on that now! Let's not wait! Our area needs community support like a centre where we can come together during the construction. Bring back the cul-de-sac idea for Fruitland Road! It would be a dream to live on a cul-de-sac road and the City would be able to raise our property taxes, win-win. My main concern is that the traffic on Fruitland Road be calmed down and slowed down. Put some plants in the median at Barton. Put some "marker" i.e. flag or big rock identifying our friendly neighbourhood at Barton and/or Hwy 8.

66. In the past, I have attended a meeting explaining the proposed changes to Fruitland Road to address concerns on the residents. We were told that those residents' concerns about heavy traffic would be addressed by reducing the speed limit, creating calm traffic with gateways at each end. Fruitland Road always has been a QEW exit road and people owning homes on the street always knew that. Why would a few people cut off their route to the many living north, east and west of it? I see no reason to change the route.

67. We are strongly opposed to Fruitland road being turned into a cul-de-sac. One of the reasons that we purchased our home more than 15 years ago was for the quick access to the QEW. I believe that this solution is only pushing traffic into the surrounding neighbourhood. In addition, I do not want my tax dollars spent on this needless expense when they can be better spent on more pressing issues. Fruitland Road has been an artery for much longer than the existing residents.

68. The diagrams are too small to read unless right on top of them. Power Point should be used for every station for better viewing. GO station, I was told is going to Casablanca they already have VIA train- east end has nothing. East area at Fifty Road is bypassed. Information station person needs a microphone to be heard 10 people standing around cannot hear what is being said. At station 6 people kept saying I am not sure. Station 4

diagram too small for all the information on the side bar to locate. Fifty Road needs park and ride to the GO train. It appears many people have an interest in this information but are frustrated with the displays.

69. What happened to the plan we liked about 4 years ago. We wish to maintain the environment into which we moved in 1997.

70. There are two comments about the Plan.

- The community centre should be more central in the area. Possibly on Barton Street. The old Winona School property is small for a community centre. One of the plans was for the old school area to be a mix of residential and businesses which would make the Winona Centre at the corner of Highway #8 and Winona Road.
- There is a group of people who want a by-pass to Fruitland Road. This would be a big mistake. It would be a disaster for the houses in Ward 10. The mistake was made in allowing homes to be built too close to the road on Fruitland Road south of Barton. The areas north of Highway #8 are set well back so the road could be widened into 4 lanes. Anybody buying a house on a main road leading to a 400 series highway has to take the consequences. The plan for a road from Barton to Highway #8 as in the road plan is the best solution to the problem. On other comment if community centre does go to the old school there has to be a definite division between the community centre and the senior's centre which is west of the old school property.

71. Why are you having an open house at a banquet hall instead of having a normal community meeting regarding SCUBE on the 6th of February? My family neighbours and I will NOT be attending because YOU are not taking our concerns regarding this plan seriously, and we are sick and tired of you wasting our time and the tax payers' dollars. The community is not happy that the plan was changed without our knowledge. The issues are clear why this community does not agree with this plan. Please do your job and start standing up for our community and bring back the plan that this community agreed to in 2009. I am requesting that this email be recorded for the record.

72. We/I do not want Fruitland Road changed in any way. Closing Fruitland Road at Sandy Drive would push traffic to Dewitt where there are two schools. This would be dangerous. An emergency vehicle would lose valuable time trying to get to the highway if Fruitland road was closed. I think the current proposals by the City are great and I support them. Do not close Fruitland Road in any way.

73. My biggest concerns are roads and traffic and bike lanes all the way down to Fifty and sidewalks from Barton and Fifty to the new Walmart and the same along Winona Road. Also the thru way from our Street to tie into the new construction at the corner of Fifty and Barton.

74. We are concerned about the drainage with the development of the lands near our property. We already have a flooding problem with the creek backing up halfway up our yard at times. Who knows what is in that water. Your project water planner is supposed to come to see our problem and help find a solution.

Also we would like to have less population density than your plan calls for. Too many residents will create more unsafe traffic. Car traffic has greatly increased already with cars racing down Glover from Highway #8 to Barton to the new lake side surveys. We would like to see Plan C brought back to protect the Fruitland-Winona community. We moved outside the community because we like the small town friendliness and caring atmosphere. With all the future changes we will be back into the city.

75. Fruitland Road should remain open for access at the QEW. Interior access should be within the new development area as noted in the secondary plan. The high density area should be five storeys rather than three to better utilize services.
76. Fruitland Road should remain open for easy access to QEW and have the interior access within the new development area as per the Secondary Plan suggests. The high density should have buildings at least at a height of five floors not three as suggested, thus maximizing existing services and preventing urban sprawl.
77. I would like to express my support for Option A or Option B for the school zoned properties on Barton Street and Jones Road. Allowing the properties on Barton Street to maintain their current zoning makes the most sense for businesses and residents in the area.
78. Fruitland Road should not become a cul-de-sac due to the fact that it will not allow as is now easy access to the highway, and the new collector roads should be built through the new development area as suggested by the secondary plan. The height restriction to 3 storeys for buildings should be changed to 5 or 6 storeys thus increasing the density and further avoiding future urban sprawl, by letting more families live in high density areas and using the existing serviceable land to fit more population growth.
79. As long-time residents of Winona we do not want to see any high-rise apartment buildings here or any other ugly townhouses. We are opposed to any more development in Winona. Enough!
80. Reasons why not to close Fruitland Road at Barton: It's a main artery to access the QEW. Some residents, like me, have relocated to this area because of easy access to the QEW. There is a public arena off of Fruitland Road from Barton that needs to be accessible from Barton as well as Highway #8. If there were no access to Fruitland Road from Barton that would just increase traffic for the residents who live close to Highway #8. It would divert traffic to other roads, the closest being Dewitt Road for anyone west of Fruitland. Dewitt has two schools in the stretch of the road and the speed limit is reduced to 40 km. This would cause congestion and increase the safety risk to any students walking on the road.

I have discussed this issue with people who reside in the Stoney Creek area who did not receive any of the mailed information and they are also against this. I have also shared the information and comment response page with them; hopefully you will hear from them too. I completely understand diverting truck traffic and even reducing the speed limit but to close the road to appease a handful of people who chose to live there would cause complete mayhem for everyone else in whole Stoney Creek area.

81. I do not support the secondary plan – keep Plan C in place. And do not come in behind east of McNeilly Road and Barton Street with townhomes. It devalues the existing properties. Move your townhomes close to Barton and Lewis by Winona School and up by Highway #8 and McNeilly and Lewis Road. By making changes you are not interfering with single property owners.

82. Instead of worrying about building, maybe you people should be concerned on tall grasses and heavy tall weeds on properties in the summer months.

83. We own property on Highway #8. We were present at the latest open house meeting on February 6, 2014 and based on conversations at that meeting, we are no more satisfied about the designation of our property and plan to continue and extend our appeal at the next opportunity.

The rear (north) portion of the lands is being designated natural open space. the property was previously developed with a single family dwelling, an accessory garage almost completely at the northern limit of the property and a fruit orchard. There is nothing natural on this site and we will defend this vigorously, including attempting to establish a buffer on the property from features further north. The municipality has no physical evidence of this feature and no accurate survey evidence to prove such, because it does not exist. This property is currently serviced with a private on-site sewage system and we expect that the Official Plan will be written to continue to do so with any future development or redevelopment of this property, even though it will be in the urban boundary. Based on the designations surrounding the property, we do not see how the property can be feasible serviced with municipal sewers. We trust this suffices to express our current objection and request personal mailings of all future correspondence, for this file.

84. As a resident of Fruitland Road for the past 20 plus years, I have to say I am disappointed with and will not support the new land proposal presented November 2013, which was reviewed in the Open House February 6, 2014.

The modifications made to the original “CAC and Community APPROVED Concept ‘C’ Plan” appear to be an unplanned attempt to simply increase the population density for no other reason than to gain more tax dollars.

Many of these newly added items were addressed and dismissed at the November 2013 meeting and am not aware of any resolutions to any of the items since then. The Open House February 6, 2014 was merely regurgitation of the same information, asking residents to review it and approve it. Many of us present at the November meeting were in agreement to the issues being discussed, and in 3 months nothing was addressed.

It is understood development will be taking place in the barren fields around our homes, but we all have to consider the best possible solution. Increasing the population to 15,400 people in this space is ludicrous. Where is all of the support going to come from to allow these new residents to live comfortably? Understandably, the current infrastructure will not support an increase like this and have yet to see any proposals to alter this.

Traffic congestion is going to be a huge problem. Currently, morning and evening traffic from the QEW to the Barton Street / Fruitland Road intersection is a challenge, and with an additional population of people it is not going to get any better. Fruitland Road is (2) lanes and Barton Street east of Fruitland Road is a narrow (2) lane road. How is this going to support additional growth? Neither road can be expanded as the current residences are close to each of the roads already. Any expansion to these roads would result in the expropriation of property in order to allow these roads to support the growth, which we have been told is “not” going to happen. Both routes are also truck routes, which I have to say has calmed down substantially since the opening of the Red Hill Expressway, and will only, add to the chaos. The roads being introduced to the area to run from Highway 8 to Barton and from Fruitland Road east will allow traffic to pass through the area but the bottleneck is still going to be both of these roads, the common intersection and ultimately the access to the QEW. Traffic has increased already with the addition of the Esso Station and partially filled plaza on the North West corner, as well as the new Shell Station and Arena on the South Service Road. Where is all of this traffic going to go? There were some discussions about attaching Arvin Avenue so the through streets could feed onto this road, but again, where are they going to go to get on to the QEW? It’s still going to create a bottleneck with traffic. The alternative is Fifty Road access, which is in worse condition than Fruitland Road access, and there is going to be a Power Centre introduced to the area. There is going to be an enormous grid lock of vehicles causing a greater contribution to the pollution in the area, in this area being developed, and the introduction of multiple storey condos is not going to help with this situation.

Drainage is another concern. We have heard that something was going to be done to clean up for the creek running parallel (almost) to Fruitland Road. Nothing. The area south of the escarpment to the lake is very flat with little slope. The creek, as we have been told, could not be replaced with culverts as the slope would cause the piping to extend thirty feet into the lake, thus no drainage. With the impending development planned behind my property, the new homes will actually sit higher in elevation than most of the homes already in the area. Where is all this water going to drain to? The creek is a main drainage artery from the escarpment to the lake, and has certainly seen its share of flooding. With the addition of more homes comes more water runoff and this is one of the most important items which needs to be addressed. We have all seen what happened with the flooding from the Red Hill Expressway. We have also seen what happened to those homes on Barton Street just east of Fruitland Road when the creek overflowed.

Finally, the area is going to need some kind of support, like convenience stores, etcetera, to serve the new residences in the area. With the addition of the power centre at Fifty Road there will be a variety of big box stores to shop at but nothing has been noted for a corner store which does not have to be accessed by a vehicle. Once again, an addition of more vehicles on the road and more exhaust in the air.

This plan has to be reviewed and altered, as the current plan is not acceptable. Development and change is going to happen, let’s make sure the best possible solution for all is attained and implemented to preserve and compliment the current lifestyle of the Fruitland-Winona area.

85. I am writing to state my objection to the secondary plan put forward on February 6, 2014, with respect to the Fruitland Winona area.

My objections are being submitted on behalf of myself as a resident of Fruitland Rd. The plan shown on February 6, 2014 has been the result of a severely flawed process, misinformation to the community and other serious issues.

As a community resident, I had requested that the city and the Ward Councillors regroup with the CAC so that we can work collaboratively on the April 2009 plan that was jointly developed by the city, the community, the ward councillors and other stakeholders and that was previously deemed by the city to be the preferred plan. These requests were turned away.

I cannot support this new plan that continues to be forced upon this community, unilaterally and which suffers from serious issues, including but not limited to, those that I have described above.

Further, the city's approach to collecting comments and choosing a "drop in" approach brings with it some additional serious flaws that render that process unreliable.

The city and the ward politicians need to rebuild trust with this community. That can be done by having authentic and honest discussions with the Community Advisory Committee and the broader community. Meetings need to be transparent, open to all and held at the same time, under the same roof so that proper engagement can occur and the chance of miscommunication or one-offs is eliminated. Anything short of that will continue to frustrate this process and will not serve the interests of anyone.

We are not against development. We accept and understand that growth will happen. After years of work, the April 2009 Plan C which was deemed to be the preferred plan, allowed for growth in a respectful way that is compatible with the community. Adopting that plan will allow us to move forward. (I am referring to the agreed to April 2009 CAC Plan C and not the altered plan which increased population density to 20,000.)

It will take leadership from all involved to resolve these issues. On behalf of the community, and as a resident of the affected area, I believe that I have made exhaustive efforts to invite the city and ward councillors to engage in discussions that would see us work towards resolutions. Those invitations should be met with some degree of reciprocity and good will. The invitation remains.

In the end, this is about people wanting what is best for their community, now and for the future. We should bear that in mind as we consider these matters.

I ask that these comments be included on record. I reserve my right to make further representations as necessary.

86. In 2012, my partner and I decided it was time to leave the cocoon of our parents' homes and buy a place we could call our own as we grow with each other and build a family

together. Despite our parents' desires to have us remain close to them in Burlington, we wanted to spread our wings in a community we could afford and would be proud to raise a family in. In researching ready-built communities close to where we work in Burlington and downtown Hamilton; Binbrook, Stoney Creek and Waterdown were obvious choices.

For us, Binbrook was quickly nixed due to its proximity to the QEW. Waterdown was a contender however, cost of property taxes and future infrastructure issues turned us sour. On a weekend day-trip, we ventured to the Stoney Creek, Winona, Grimsby corridor. After visiting with a builder, we were impressed with the location of where our home would be built. In a drive around the community, we realized that we were within a 5-minute walk of the Winona Peach Festival, an elementary school, two community-based convenience stores, a bank, a post office and a slew of other handy services. We pulled our vehicle into Winona Park to discuss our options and quickly knew this would be our home. In November of that year, we became proud residents of the Winona community.

Having lived in this area for a little over a year, we have become engaged residents and friends with our many neighbours. We are proud;

- to buy our shrubs and planting needs from Winona Gardens,
- to fill our bellies with fantastic food from Memphis Fire BBQ Company,
- to test our swing down the road at Glover Golf,
- to visit our local wineries to sample the fruits of our community,
- to support local businesses such as the Grandview Animal Hospital, E.D. Smith Foods, Puddicombe Farms as well as the numerous off-market farm vendors,
- to call the Winona community our home with access to Lake Ontario shorelines, the Niagara Escarpment and Bruce Trail as well as Conservation Areas.

We are happy to provide you with our feedback on this secondary plan. We are not looking forward to the construction that will begin but understand that is a means to an end which will enhance the community for future generations. Thank you for the opportunity to submit our feedback.

Station 1 – Welcome

- Miscommunication of dates to submit feedback; was informed at the Open House we would have until March 4, 2014 to submit feedback only to open my local paper on Valentine's Day and find out that February 14, 2014 is in fact the date to submit feedback if I desired my feedback to be included in the report. Less than 2 weeks is not a sufficient amount of time to submit the caliber of feedback necessary to proceed with this secondary plan.
- Information Handouts provided during the open house were nice however paired with the information posted on the City of Hamilton's website; there is a lack of information being provided to residents in due notification. As a new resident of this community, the postcard received inviting us to the open house was the first piece of communique received to our home on this secondary plan.

Station 2 – What does this mean for me and my property?

- No feedback to submit.

Station 3 – Road and Traffic

- Unsure on how the *Fruitland Road EA Preferred Alternative* would assist and alleviate the truck congestion along Fruitland Road between Barton and HWY 8.
- Strongly do not agree with any of the proposed alternatives. To suggest a roundabout on this collector route is preposterous and unwarranted. Allow me to remind you of the propane truck that flipped over the first day construction signs were removed from the 2-lane roundabout at Peter's Corner. Trucks require 2 lanes to safely make a left or right-hand turn and as the current infrastructure shows, City of Hamilton planners have allowed for a 1-lane roundabout. I do not see how this would be a feasible option to consider. If this route were to become a 2-lane roundabout, sign congestion and their locations would become an issue for me as a motorist and resident moving forward. As a motorist instructed by Young Drivers in the late 90's, I have never been formally trained on how to use a roundabout nor have I seen MTO make an effort to educate motorists within Ontario on correct procedure. To fully understand my disdain for transport trucks utilizing roundabouts, I suggest City Planning Development Officers get inside an 18-wheel transport truck and maneuver through currently in place roundabouts throughout the City of Hamilton to understand the unfeasibility of roundabouts.
- As for a 'calming traffic measure', I'm unsure what amount of traffic these proposed roundabouts and not currently in place alternatives would produce. I believe a 4-way stop or the cost to implement traffic lights would service a more appropriate level of infrastructure for this area. If, as stated in the *Secondary Plan under Objectives, Safe Community Item 2 – To ensure that areas around public spaces are landscaped with public safety as a priority*, were true, a roundabout within the Fruitland-Winona community would not be implemented. How would a roundabout assist children with 'Stop, Look and Listen' when crossing roadways? How would a roundabout assist the elderly, blind and disabled residents within my community needing to walk to the corner store to pick up essentials to be done in a safe manner? With traffic lights, it is easy for motorists and residents to understand when it is appropriate to maneuver, i.e. Green for Go, Red for Stop.
- Strongly do not agree with the placement of any of the proposed collector roads; any trucks traveling along this route will be servicing businesses along Barton or HWY 8, if not, they are simply trying to avoid the weigh scales on the QEW between Fruitland and Fifty Roads. As a resident and what the plan refers to as 'young people' within close proximity to Barton and Lewis Roads, I understand the placement of *Collector Road D & F* given the proximity of the elementary school on Lewis Road however, I do not agree with the infrastructure of this route at all. Increased noise pollution and the unnecessary roundabouts would become an issue for me should this proceed. My continued desire to live in this area will be diminished should *Collector Road F* exit onto Barton in its current location adjacent from Escarpment Drive as the value of my home would decrease.

Installation of this route detracts from one of the objectives outlined in the *Secondary Plan under Transportation/Transit/Pedestrian Linkages; Item 10 – To focus on journeys to and from existing and proposed schools, to ensure safe walking and bicycling routes for young people's weekday travels*. Enforcement to circumvent excessive speeding and traffic congestion rather than millions spent on this route would appease me as a taxpayer to the City of Hamilton.

Station 4 – Parks and Schools

- Strongly do not agree with placing a community park along the *Fruitland Road EA Preferred Alternative*. If this route is proposed and designed to alleviate truck congestion, why on earth would a community park be placed alongside these collector roads? This detracts from numerous objectives identified within the Secondary Plan under Transportation/Transit/Pedestrian Linkages and Safe Community.

Station 5 – Amount and Type of Housing

- Pleased to read about the reduction to the number of storeys having been reduced from 6 to 4.

Station 6 – Where have we been? Where are we going?

- No feedback to submit.

87. I am not supportive of the current Fruitland-Winona Secondary Plan. I have expressed my concerns to the city in various forms, including two recent delegations I made to the Planning Committee in June and November 2013. I am asking that my delegations also form part of this submission, in addition to these comments:

The process in which this plan came to be is extremely flawed. Information shared by the city to this community has been misleading, inaccurate, incomplete, and inconsistent.

The process and some of the tactics, including how community comments are being gathered by some individuals, is highly unethical and violates the spirit and integrity of the process, and the preparation of the report. Thus I will question the validity of any report prepared under these conditions.

I was also opposed to the Feb 6/14 venue used to inform and gather comments from the public regarding this plan. Community meetings ought to be held in an open forum where everyone can hear the same message at the same time, and where the community can express their concerns and hear those of others within the community.

The Plan is not the Plan that the CAC and community worked for years developing and endorsed together in April 2009.

This community and the CAC endorsed Plan C, which had an approx. 14,000 - 16,000 population, with a height restriction of a maximum of 3 stories. The CAC and community never agreed to anything higher than 3 stories, so I question how 4 and 6 stories ever came to be an issue.

The Plan was changed to the current Plan without the community's knowledge or input.

The new Plan does not comply with the approved Vision Statement created to guide this Secondary Plan.

The new Plan is NOT responsible or respectful towards the current residents of this community for the following reasons:

- It does not include the originally approved Fruitland Road By-Pass, thus not addressing the grave issues of excessive, inappropriate and dangerous traffic on Fruitland Road that continues to erode the lives and homes of the people that live there.
- It places a collector road directly through a new family home.
- It expropriates people from their homes.
- It exceeds the provincial pph, which this community did not agree to.
- It exceeds the 3-story height restrictions that this community agreed to.
- It does not take into consideration the unique growing conditions for our tender fruits and the need for protected water and air flow to sustain farming.
- It does not address the pressures of community growth, such as traffic and services.
- It does not address traffic flow properly or responsibly

With respect to FRUITLAND ROAD:

The only valid solution is the one that was conveyed and assured to residents by the city when residents bought and built their homes on Fruitland Road; that Fruitland Road would be realigned to the east and the road would become a cul-de-sac. Anything short of those assurances is misleading and unacceptable.

In addition to previous EAs, there are also reports that support and recognize the need to maintain the original Fruitland Road re-alignment and cul-de-sac.

Residents received assurances in writing that the Fruitland Road by-pass was being built, and provided a construction date. Residents were also assured that interim traffic calming measures would be put in place until the cul-de-sac was built. These assurances were never met and the residents were left in limbo.

The process used for the most current EA for Fruitland Road was a grossly flawed. Residents were not consulted as promised by the city. The problem statement identified through the most recent EA is disingenuous.

It is important to recognize that Fruitland Road is 100% residential between Barton and Hwy #8, and the existing conditions on Fruitland Road, are grossly inappropriate for residential living.

People are being poisoned daily by excessive emissions, road dust, chemicals, and other pollutants. These facts are supported by experts. The health and quality of life of the residents who reside on Fruitland Road has been significantly impacted.

- Residents can't sleep due to the excessive noise pollution
- Residents risk their lives every day pulling in and out of their driveways, and crossing the street to get their mail.

- Children cannot play outside of their homes.
- It is unsafe and impossible to cross the street, especially for the elderly, disabled, and children.
- Installing stop signs would exasperate the problem by backing up traffic, fumes and access to driveways, according to the city.
- Other traffic calming measures were also ignored by the city, thus leaving the residents at risk.
- The situation continues to escalate with each day that passes.

Many of the residents of Fruitland Road moved here as part of the Sherwood Meadows Development. We were shown an official plan by the city, which assured us that a by-pass would be built and that we would be living on a cul-de-sac. The road was to be re-aligned to the east between Barton and Hwy #8. This is what the "official plan" showed, and this is what the city assured the residents. These assurances formed the foundation of our contractual agreements when purchasing our homes on Fruitland Road.

The real and serious issues that exist on Fruitland Road need to be addressed. The impact that these conditions continue to have significant negative effects on the health and safety of the residents. The impact that these conditions are having on our property values and the damage to our homes is devastating. Our property values are worth significantly less than similar properties located on true residential roads. Our residential road has become a Fruitland Road "Freeway".

Fruitland Road has direct access to the QEW. This was one of the key elements that supported the realignment of Fruitland Road and the cul-de-sac.

How can anyone make an informed decision if they are being influenced or being provided limited and wrong information? The answer is - they can't!

The City lured residents into believing that they would be living in a quiet cul-de-sac with traffic streamed to a re-alignment road. The city has a responsibility to fulfill the assurances made to these residents. How can this city promote itself as being the best place to raise a child, when they allow families to suffer and be in harm's way as a result of their own negligence?

Another significant criteria to take into consideration is the volume of letters, e-mails, petitions, pictures, verbal and written submission at the various EA, SCUBE and Transportation PICs, delegation presentations to council meetings etc...Over the course of several years, from residents and community residents with respect to their concerns about the unsafe, unhealthy, and unchecked conditions on Fruitland Road. As well as the damage to the properties and decrease in property values on Fruitland Road.

The city has heard time and time again that the original Fruitland Road re-alignment and cul-de-sac was the best and most responsible way to go. The CAC Plan C is one prime example of collaboration. It was also agreed that before any development took place, the re-alignment and cul-de-sac would be built as to alleviate any construction pressures away from the existing communities.

The Red Hill Expressway was to alleviate the pressures on Fruitland Road according to the city, as another interim measure, until they can build the cul-de-sac. On the contrary, traffic volumes have INCREASED since the opening of the Red Hill Valley Expressway, according to city stats. The Red Hill Valley Expressway opened in November 2007. A city traffic study on Fruitland Road was done in April 2008, which concluded that 8,070 vehicles travelled Fruitland Road each day. Over half of those vehicles and trucks were speeding, some over 70kms an hour. In 2009, the city conducted another traffic study on Fruitland Road that concluded 8,592 vehicles and trucks travelled Fruitland Road each day. An increase since the last traffic study the year prior. These numbers continue to grow.

Fruitland Road was never built to sustain high volumes of traffic, and was never built to house truck traffic, hence the noise, vibration, and damage to the properties and homes on Fruitland Road. This was confirmed by city staff and representing councillors.

Toxic fumes related to the high volume of truck and vehicle traffic is causing respiratory problems, stress, anxiety, high blood pressure and numerous other health conditions for people living on the road. A recent study concluded that there is a correlation between living on roads on this nature, and respiratory conditions.

There has been NO changes to the lands required to construct the realignment, since these EAs were conducted.

If Hamilton's vision is to be "The Best Place to raise a Child". To achieve that vision, or to have it be meaningful, we must align ourselves around it.

There is an underlying principle here. That principle being, the value of human life and quality of life, against potentially inconveniencing truck drivers and motorists a mere few meters to the east.

Plan C addresses all concerns currently being expressed by the community with respect to the city's new Plan. Plan C was endorsed by the community and city in April 2009, and in June 2010, after developer influence, the Plan was drastically changed to maximize financial gains for the large name developers. This is irresponsible and unacceptable.

I reserve my right to provide further comments as necessary.

88. I have a great deal of respect for the manner in which you have been handling this secondary plan. As you will recall I have made several presentations confirming my support for the staff efforts and the preferred option previously presented. I do however still maintain that an inordinate amount of time continues to pass awaiting the implementation of the plan. This only serves to add to the cost of the end product offered to consumers and business while delaying the significant economic benefit to the city derived by investment and subsequent job creation.

I am also concerned that as the process drags it may actually take steps backwards. By this comment I am referring to the re-introduction of previously working concepts displayed for discussion at the public open house. In my opinion I believe this exercise to be counterproductive as efforts should be focused on the concept presented and approved at the June 2013 public meeting.

In closing I wish to re-iterate that we continue to support the timely implementation of the previously approved secondary plan and will be present at the upcoming public meeting to once again state our support.

89. On reviewing the suggested growth and development, I fully support the recommendations going forward. Where I have major issues is with the transportation corridors. It appears that there are two options on plans with regards to the road network. The first shows a re-alignment of Fruitland Road just south of the Olympia building and swinging to the south to Highway No. 8. I understand that this proposal would require the closure of Fruitland Road in the vicinity of the business and possibly an overpass as it crosses the water course behind my building. The second shows a totally new road to the east that would address new traffic including truck traffic. I understand in my information gathering that some residents on Fruitland Road have complained about heavy truck traffic on this arterial road. I am aware of truck traffic, but not a significant amount to warrant closure of this road which is an efficient access to and from the QEW. I am completely opposed to any further dialogue or investigation into the closure of the existing Fruitland Road and re-aligning. I believe that a new, fully engineered access road to the east would be more efficient and cost effective and would not the existing businesses in the comers of Fruitland Road and Barton Street. I respectfully submit this for inclusion in the facilitator's review.
90. We would like the motion that the City shall not acquire lands for the community parks by means of expropriation, to be passed.

We strongly disagree with the idea that Fruitland Rd should be widened to accommodate the future expansion of new residents using Fruitland Rd. The houses on Fruitland road are built very close to the road and the traffic causes enough noise pollution and vibration of the foundations of our homes as it is. Widening the road in any way will just contribute to louder traffic noise, more vibration and therefore more dust in our homes. We believe that the cul-de-sac is the best option for the residents of Fruitland Rd, as it will prevent further deterioration of our homes, and provide a safer community. Currently, crossing the road can be rather dangerous, with many vehicles travelling at speeds in excess of the posted speed limit.

Also, it is not necessary for Fruitland Rd to remain a through road, as the new by-pass road, which is supposed to be 2 lanes in each direction, will provide a much better alternative. The developer can ensure that houses are not built close to the by-pass road and that noise is controlled, which is not being taken into consideration for the residents on Fruitland Rd.

We feel it is unfair that the city will not recognize that even once the by-pass is built, many people may still travel down Fruitland Rd, because it is in direct alignment with the on-ramps to the QEW. This means many more people will be travelling down Fruitland Rd, making more vibrations, more noise, and making it nearly impossible to exit our driveways or cross the road. This will be quite an inconvenience for those living on the west side of Fruitland Rd, as they will no longer be able to access the community mailbox. That is why the cul-de-sac is the most suitable option to keep the residents of our community safe and to prevent them from incurring more damage to their homes.

We are especially concerned about truck traffic on Fruitland Rd. Of all the vehicles travelling down our road, the trucks are the ones doing the most damage. Many times we have been woken up during the night from the trucks hitting uneven spots on the road. It is not a pleasant experience waking up to the sound of loud bangs in the middle of the night, and believe it or not, this does affect the quality of sleep we are able to get on those nights. We have seen some improvement in this area since the trucks have been restricted to using the road only between 7 AM and 7 PM, but there are still some trucks not adhering to the posted signs, which wake us up in the middle of the night. But still, all day long our homes are subjected to excessive and destructive vibrations being produced by these heavy trucks, which this road is not built to handle.

We reviewed the density allotments throughout the proposed development area. We would not like to see any structures over 3 stories being developed as it will take away from the charm of living in a small, quaint community and will be detrimental for the farmers' crops in the area. Also, we would like the city to ensure that the developers comply with provincial legislation governing the density requirements, and not allow the developers to build dwellings in excess of the number of people legislated to live in a given area.

91. I did speak to my area representative about installing sewers on Highway #8 from Fruitland Road to Glover Road. I made it clear that this is the only piece of road sewers left. We are no different tax payer than the one east of Glover Road and we are in the same situation development on one side of the road only the escarpment conservation everything is same. I feel that the City is discriminating this area again and again. Are we to hire a lawyer again? I have tried to send it to [www.Hamilton.ca /Fruitland Winona](http://www.Hamilton.ca/FruitlandWinona) but it will not work.
92. Density levels far too high for the area to maintain its small town characteristics, there is no new low density designation in the plan.
 - Infrastructure not in place prior to development
 - Safety considerations for pedestrians and traffic levels around school zones (Lewis Rd.)
 - Environmental impacts of the Fruitland Rd. by-pass; i.e.: air pollution, noise pollution trucks requiring more braking and gearing up and down, stop and go.
 - Also safety concerns of truck traffic being routed by a school zone (new by-pass/collector road)
 - Two underdeveloped passages through the community # 8 and Barton St. no proper sidewalks, bike paths, turning lanes, storm drains...
 - One major shopping hub (Walmart/Costco) as oppose to spread out smaller centres will direct an intense amount of traffic to the one end of the community (Winona Rd/ Fifty Rd. area).
 - Property taxes will rise for citizens of the area to support transit which supports the commercial area (why would commercial not take on the cost of the transit, it is there to support them). And then those who use the service can pay for the service.
 - What is the average increase expected per household to support bus service brought into the area?

- The "Promenade on Barton" how will this be done without expropriating land from individuals on Barton Street? Is the existing width including ditches, wide enough to have the "Promenade" done without taking pieces of residents property?
- Why has the City not already begun this "Promenade" in Winona where new development has already occurred?
- The developers have long left from the "Vineyards of Winona" and we see no signs of any "Promenade".
- Lack off classroom space in the area continues to rise with people in the newer developments being forced to bus their children outside of their communities. We have vacant school land in the area not be utilized (Old Winona Public).
- I am not a farmer but also understand they have concerns about air drainage and ability to continue their lifestyle.
- DENSITY IS FAR TOO HIGH!!
- This all adds up to the destruction of a small town atmosphere. I understand we were amalgamated but I do not believe we should be saturated.

93. As a resident of Heritage Drive, I strongly agree to keeping Fruitland Road "as is". Fruitland Road is extremely convenient for our neighbourhood as it allows for easy accessibility to the highway.

94. Due to the weather we will not be able to attend tonight's information meeting but we are anxious to understand the impact of proposed plans. It is our understanding that two options are being presented in this plan with the proposed closure to the existing road being one of the options we are not in support of. Will there be another information session or do you have details outlining the proposals that are available for us to review? What is the timeline and voting window for us to ensure we have an opportunity to submit our input prior to a decision on this? We look forward to your response to our inquiries.

95. When we last spoke with the engineer who was gathering information on this issue we were told that there was only a slight chance these 2 proposals would ever be considered. The preferred alternative at that time was to leave the road the way it was with only minor enhancements at either end (Barton and #8). It seems this proposal is now no longer being put forward if we read your letter correctly. Therefore we must state again our reasons for opposition to the re-alignment or closing of Fruitland Road.

My wife and I have lived in Stoney Creek and used this road to gain access to the QEW for over 25 years. We use this road on a daily basis therefore between us that would be at least 20 times a week without 1 incident. Obviously this is our shortest and preferred route to work as we live on the plateau.

Should either of the 2 proposals you have put forward pass we would now have to drive further east or take Dewitt road to Barton Street as alternatives. I can tell you now I drive far enough to work already and therefore would use Dewitt to Barton as my new route. In doing so I would now drive directly past 2 schools not to mention more cross walks and pedestrian traffic. Does it make any sense to divert traffic to another neighbourhood already burdened with heavy traffic flow and more children on the street? What would be

next an assessment to close Dewitt or move the schools? Also a lot of the people attending Saltfleet Arena and Park on Sherwood Park Drive would probably go through the survey rather than drive down to Barton or go east of Fruitland road for access.

Fruitland Road is the only direct access to the QEW from 20 Highway to 50 Road for us. And now because of a few complainers the city wants to appease these people by closing or altering our direct access at great expense. That is unfortunate and costly to say the least. This mentality of not in my backyard has to stop otherwise the precedent will be set and all it will take to stop or change something is a few people banding together in an association. Right or wrong then whatever they are against gets thrown into someone else's face not so fortunate to be able to fight back with a group behind them. Not to mention the taxpayers already burdened with heavy taxes paying more needlessly.

Fruitland Road has been an access to the highway probably longer than most of the people have lived on it. Therefore they bought their house knowing that fact. Why should they have such a strong say in changing it now. I understand traffic has increased but that is the same in every neighbourhood even our neighbourhood. If people are not happy with where they live they can put their house up for sale and move. The argument of decreased value of property is a myth as we have seen houses sell recently on Fruitland. Obviously the seller was happy with the price they got or they would not have sold. That is everyone's right and will not affect other people's rights. We know this road is busy so I think there are a lot more people using it who feel the way we do than the few people who are for these proposals. So I think we speak for the majority here although we are not banded together in an association.

If speeding is an issue that is a policing problem and not a reason to close the street. We have seen stop signs near driveways and people have been nearly hit a few times backing out of their driveway because their neighbours don't stop when coming around the corner. Should we be asking for the city to "cul-de-sac" these streets? We also have a reservoir at the end of the street. The kids come and drink and smash bottles, leave garbage and then get in their cars after and speed around the neighbourhood. Should we be asking the city to move the reservoir? That would sound a little over the top wouldn't it? My point is every neighbourhood has issues and there are other ways of dealing with them rather than to force them on other people and neighbourhoods.

Please let our voice against these proposals be heard. In closing as this letter states we are against doing anything to change Fruitland Road other than to upgrade the existing street with a centre turning lane if really necessary and a right turning lane at the intersection of Fruitland and #8 heading west from Fruitland. The city could have used the money that has now been spent on this issue to fix the sidewalks and roads in several locations within our great city. Please stop this kind of nonsense and put our tax dollars to better use in the future.

96. Re: Roads and Traffic – Fruitland Road – Do NOT want it closed for the following reasons:

- It is a main access to and from the Q.E.W. for traffic to access downtown Stoney Creek and for traffic on the Q.E.W. to travel Toronto or Fort Erie bound.
- Closure at either or both ends of Fruitland Road would be a hazard for Emergency Vehicles responding quickly to fires, medical emergency or Industrial emergency in the area.
- Closure would also hurt existing and new businesses in the area for development.
- Since the hours for trucks travelling on Fruitland have been posted, there is a significant decrease in trucks using the road curing most of the problems.
- The people who want Fruitland Road closed know of the fact it was a major artery and heavily travelled when they bought their houses. So why complain NOW? By their logic if I buy a house near (airport, Canada Bread, or the Dump) I can have them closed because of noise, traffic or odours? Logic should Rule not Emotions.

97. I am in favour of leaving Fruitland Rd open to car traffics once the secondary road is completed.

98. I would like to see Fruitland Rd remain open to car traffic once is the secondary Rd is completed.

99. I am writing to inform you that I am in support of the current plan to keep Fruitland Road open. When we purchased our home just under 10 years ago it was because of the QEW accessibility. I use the Fruitland Road exit many times a week, and want to continue to easily and quickly get to and from work using Fruitland road. Thank you.

100. Unfortunately my husband and I are unable to attend on that day so I'm expressing in writing my and my husband's concerns to all of you. Although I heard about plans to expand the Stoney Creek boundary east of Fruitland, I had no idea that there was any plan to close off Fruitland and make it into a cul-de-sac. I can't imagine any reasonable reasons for such a plan other than that the current residents of Fruitland are worried about extra traffic. Surely alternatives can be made to lessen the noise without destroying the most functional access to the QEW. If excess traffic and noise are the issues I would suggest:

- a. Divert (prevent) any trucks on the Fruitland stretch from Hwy 8 to Barton St.
- b. Lower the speed limit to 40km from 50km on Fruitland.
- c. Build a road from the new community to Barton east of Fruitland. If the Fruitland is closed off, your current plan includes a realigned roadway that swings east of the current road from Barton. In my view, such a road is missing now, even if no new community were to be built.

My concerns if Fruitland becomes a cul-de-sac:

- We moved to our home only two years ago. For years prior we searched for a home in the Hamilton District with a number of criteria that were MUST HAVES. Fast access to the QEW was the number one reason why we bought our home on in the area between Dewitt and Fruitland. In our case, we need no more than short drive time to my husband's work being on call every second weekend. For each potential home we looked at we clocked the drive time at different hours of the day.

Although Stoney Creek East is further than Dundas, Ancaster and of course Hamilton center, the drive time from our present location always won out due to the easy fast access to QEW via Fruitland. Additional factors against other areas were the poor driving conditions (congestion, uncoordinated traffic lights, sun glare in the mornings etc.) Drive time increases by as much as 20 minutes when we use the Centennial Exit. Neither Barton or Hwy 8 are kept in sufficient good condition and they suffer from the same issues as other roads in the area—pot-holes, construction sites, congestion, trucks, poor street signs (can't read them), uncoordinated traffic lights, poor drivers, lack of bus lanes, bus stop shelters that block views of on-coming traffic from side roads because of the advertisements pasted on their side windows etc.

- If Fruitland is blocked off than its logical that residents from my area and from the other side of Hwy 8 will use Dewitt as a short-cut to Barton. On school days, early mornings and afternoons, it is not unusual to have four-five school busses blocking traffic there as two schools are on Dewitt. Yesterday I was stuck for six minutes for busses and cars to clear the Brewster Pool driveway. This was a 2.00 p.m. The new realigned road planned will be of use only to the residents of the new community, but not those of us sandwiched between Centennial and Fruitland.
- Property values will go down in area west of Fruitland. There is no doubt in my mind that property values will go down in our area because of the inconvenience of access commuting to the QEW and to the overpass to get to the waterfront.
- Load of traffic trying to reach QEW. As you are aware there are only 3 overpasses in the East end and all of them are very far apart: Centennial, Fruitland and Fifty Road. If you are planning a new large community should you not be thinking of an additional overpass rather than making it even harder to reach the existing ones? Regardless what you impose on residential streets, the higher traffic of commuters trying to reach limited access points to QEW is courting disaster.

My concerns over the Planned Expansion of Stoney Creek: Although you are not asking for this I would like to tell you about my experience in finding a suitable home in the Hamilton District in the hopes that you can use your influence on the developers of the new community in Stoney Creek (and others which may crop-up in the future) to build more functional homes for today's realities. As mentioned before, my husband and I looked for a home in this area for years. Apart from the commuting requirements our other MUST HAVES were:

- No more than three steps to the front door.
- Kitchen, full bathroom and a bedroom on the main floor. Plus three additional bedrooms.
- Easy access to garden size backyard.
- House should not require modification or overly great updating.

As most people our age (near retirement) we are also caregivers to elderly parents. So the question is why haven't we found a home with the limited MUST HAVES as I outlined above? After working with real estate agents we did not find a home in our criteria.

Governments and society like to talk about keeping the elderly in their homes to save health costs. Where are these homes where the elderly can live? I know that many elderly are living in condos or in their old homes in central Hamilton. That's fine for those who are well enough to manage the stairs, the cramped rooms and live alone. But what about the majority of the elderly that need to be with a caregiver, with a family? No, the kitchens in the basements won't do. Those are fine for a party but not for people to live day-in and day-out in these rooms and who deserve better.

Since moving, our situation has changed and we no longer take care of a loved one at home. But the experience of not finding a suitable caregiver home in the Hamilton District has not left me. Surely, any new community should provide some homes for our generation and in a price-range that is accessible to the people that live and work in this area. I hope I've given you food for thought.

101. We will not be able to attend the information session tonight on the status of Fruitland Road. Could you inform us if the meeting will be rescheduled due to the weather? We are not in favour of restricting access for automobile traffic on Fruitland Road. One of the considerations for us choosing to locate in this neighbourhood was the convenient access to the highway. If there are problems of speeding on Fruitland Road, we don't think that they are unique to that thoroughfare. We daily witness speeding on Dewitt Road and Barton Street and Highway 8. This is a question of drivers not keeping to the posted speed limits. We believe that the perceived lack of enforcement is one of the causes. If cars are to be diverted from Fruitland Road, they will need to take an alternate route to the highway via Dewitt, or further east. I doubt that residents of Dewitt Road would not be in favour of this.
102. Please keep Fruitland Rd open I think it would be a great disservice to the community and the people of Stoney Creek to even think of any type of over pass on Fruitland Rd.
103. I am writing to you on behalf of a landowner on Highway #8. During the preparation of the "draft" plan, I had several meetings and exchanges with City staff in the March to August 2011 time frame, regarding the local commercial designation on the aforementioned property. City staff was very helpful and professional throughout the process. The property is split into two (2) zoning designations, local commercial with an area or site specific policy as well as low density. The only issue we have with the proposed "final draft" is that the drawing depicts a depth of approximately one-third (1/3) of the property being deemed "local commercial site specific policy"; however, during my meeting's with City staff we agreed that the front half (1/2) of the property to remain local commercial and the remainder could be zoned according to what was being proposed on the adjacent properties. We would have ideally liked the entire property to remain local commercial, but we were flexible and willing to settle on a compromise of half of the property.
- In summary, we would like to ask that the boundary for local commercial be moved to the midway point of the property.
104. I have been to every meeting trying to understand the process and how we got to where we are. Once Walmart started their lawsuit against you and the city. That created some big

changes. The City didn't want to get into a lawsuit with them, so we the people that live in Winona pay the price. Walmart takes over the commercial. I believe and was told that there were plans that at least part of Barton St would be commercial. Then because of Walmart, studies showed no more commercial. We have no grocery stores, movie theatres, etc. because Walmart and Costco and whatever else is going in there have taken up all the commercial or so the study shows.

I spoke with the planners today and they told me that they realize fully that we need a grocery store, a theatre. Like they say "those who have the gold have the say." 11% of this area is commercial and I would bet Walmart and the rest of this mall take up most of it. City staff agree we need some grocery stores, movies theatres, gas stations, restaurants, hardware stores, beer stores, hardware stores... etc. They actually urged me to speak with the Councillors and told me that Council could change the Plan.

I have lived here since 1981. From Fruitland Road to Fifty Road (Stoney Creek Urban Boundary Expansion). We are going to bring in thousands of people. What do we have for the people?

- Walmart and Costco
- Schools
- Churches
- Cemetery
- Convenience stores x 2
- New Orleans Pizza
- Innsville
- Tim Horton's x 1
- Fruitstands
- Banquet Centre x 3
- gas station x 1
- a place that we use to call City Hall
- Winona Ball Park
- Nursing Home
- Hairdresser x 1

What a shame, there could have been some good plans for Barton Street instead of apartment buildings. Commercial on the bottom floor is a joke. What is really needed are the stores I mentioned above. Commercial in the bottom, well what does that mean, a hairdresser, a barber shop, pharmacy, dental office, a coffee shop etc. You don't want to give up the commercial on the bottom floor of these apartments, because you know that's what we really need is commercial. Don't compromise. Make some of it at least commercial (real commercial). The commercial we need. The City knows that we need a grocery store, maybe a Canadian Tire, a movie theatre, some restaurants, maybe another gas station (one just doesn't seem like enough), what we need in commercial is not going to fit into the bottom floor of an apartment building.

I also believe that other Councillors are aware that more commercial close to Fruitland Road will also benefit the Wards. I know this because this person told me that Barton Street was being looked at for commercial. Instead of making these small commercial areas below these "apartment buildings" you need to consider what is needed. Put some real commercial in the area. Something big enough to accompany the stores we need. I try to believe in the system. You have been elected by the people to do what is right for the people. Taking away our commercial because of Walmart just doesn't sit right with me. Sometimes you only get one chance to do it right.

I am thinking maybe the OMB is my only recourse. I don't want my property to be apartment buildings, I don't believe it fits. I will contact them to file an appeal.

105. I have followed the Fruitland/Winona secondary plan closely and have been very active in both planning and engineering comments regarding the plan, to staff. I commend their expertise and commitment to providing an environmentally sound and responsible plan for the community of Winona. I support City staff on the plan they have brought forward and encourage the planning committee and council to improve and ratify the plan to allow us to enjoy living in our community even further (and longer) with the wealth of life-long living opportunities and amenities such as shopping and doctors' offices within walking distance from our homes.
106. Re: Fruitland Road restrictions – any suggestion of closing, restricting by time of use (7 to 7) or partial closing (cul-de-sac) of Fruitland Road is flawed and counterproductive. This road should be UNRESTRICTED from the QEW, southward up and to and including #8 Highway for these reasons (excepting speed limit at the present 50 km): It provides an automatic detour route off the QE at the overpass and ramps in case of temporary closure of the QE (accident or maintenance). Detours could and should be off at QE and Fruitland, off Fruitland and Aruine Avenue, Barton and #8 Highway. This would enable to better handle QE – 3 lanes, 100 km traffic.
107. I was not impressed with the way this information session was presented. There wasn't enough staff to support each booth. When we asked question they referred us to someone else. Therefore, I suggest that the Councillor do a communication on why the Committee didn't sit down with the SCUBE Team to come to a resolution on this Plan. My concerns are that what I see on display is not a small town concept.
- No representative from the two School Boards when we know that existing new schools will be overpopulated before they open.
 - Traffic flow from Fruitland Road to Power Centre. Existing traffic flow west of the Power Centre to Winona Road leading to QEW.
 - Recreation Centre – where do we stand?
 - Existing elementary school – land purchased for expansion.
 - How many lanes is Barton Street going to be?
 - Why is Stoney Creek being pressured in population densities?

- Why are existing residents being pressured to expropriate – no answer from Committee?

The Committee is not listening to its residents. As of today, I am still not convinced on your Plan. I insist that we stay with Plan C – SCUBE.

108. We are very concerned about the Secondary Plan prepared for this area.

- The drainage is very poor, and the land beside the property is considerably marshy. Where will this water go?
- We certainly do not want 3 storey townhouses behind us whereby all would lose our privacy.
- We note 5900 housing units may be built. With an average of 4 per family this number is more likely to be 23,600 people, a lot more than 15,400 = more density and more noise.
- We strongly urge more consideration be given this plan. The area should remain a low density, rural, quiet neighbourhood. Not be turned into a repetition of many other areas in Hamilton where there is hardly 2 feet between houses.

Last but not least, what happen to the wild life? We have hundreds of birds, frogs, mosquitos, deer and coyotes going back and forth beside us, let alone ticks. What happen to them? Hoping the plan will be reconsidered.

109. We are the owners of businesses in the Fruitland Square Neighbourhood Centre and the Fruitland Crossing Neighbourhood Centre at the corner of Barton Street and Fruitland Road. Our businesses are part of these neighbourhood centres which provide convenience services to the local residents. Fruitland Road from Hwy # 8 to Barton Street is the primary transportation route from the neighbourhood to our Centres and beyond to the Q.E.W.

In 2010, many of us participated and provided our comments to the City during the Fruitland Road Municipal Class Environmental Assessment Study. Our comments at that time are restated below:

Traffic counts on Fruitland Road are much lower than most arterial roads; however, since it is only two lanes, it likely seems higher than it really is. Removal of through truck traffic by calming measures such as gateways and a turning circle would help slow traffic and reduce through traffic. Alternate routes would help in the same way. In general terms, this was the preferred option chosen by Council in 2010 as a result of Fruitland Road Municipal Class Environmental Assessment Study.

With regard to the issue of aggressive driving an excessive speed, we don't entirely agree with the problem as stated by the study coordinators at that time. Since the opening of the Red Hill Parkway we have noticed a significant reduction in traffic. Large trucks are a concern, and some speeding occurs but not more than other arterial roads. The establishment of a new arterial roadway through the secondary planning process as an

alternate truck route would distribute traffic away from the residential area. This was a key element in the preferred option selected by Council at that time.

A wide variety of options were presented in 2010. We don't want to see Fruitland Rd closed. Many of the alternatives presented in 2010 would redirect traffic to and from the neighbourhood and concentrate the entry points on Barton Street and on Dewitt Road. All but one would make use of our neighbourhood centres less convenient for the neighbourhood that we serve. The council preferred option allowed Fruitland Road to continue the collector road function as it has for many years, yet would identify Fruitland Road as part of a residential neighbourhood.

In summary, Fruitland Road, as a collector road for the neighbourhood and a through street for general traffic headed to the QEW from the community has functioned adequately for many years. The use of traffic calming measures and the provision of new truck route will have the effect of limiting the traffic suitable to its two lane residential character. Closing Fruitland Road at either end will greatly limit the neighbourhood's convenient access to our commercial centres, thus diminishing their planned function. We strongly urge staff and Council to respect the decisions made in 2010 by deciding firstly that Fruitland Road will remain open to through traffic, but that entrance features at both ends identifying this as a residential neighbourhood and other traffic calming features be installed and secondly that a new arterial route be provided through the Fruitland-Winona Secondary Plan adequate for truck traffic.

Attached is a list of names and addresses of those signing this letter.

110. Re: Fruitland Road and imagined truck traffic. There was talk of closing 'one' end of Fruitland Road to make it a cul-de-sac because of truck traffic and the same persons were very pleased with an alternate truck route further east.

- a. I would like to know if and when a citizen's petition was presented and how many signatures?
- b. Was there a traffic count on Fruitland Road and when?
- c. Who conducted the surveys?
- d. Was there construction on Highway #8, Barton or any n-s streets that would have affected truck traffic flows?
- e. Miller Road overpass on QEW and traffic effect?
- f. Number of trucks in and out of E.D. Smith using all 4 aforementioned streets/roads which are restricted by stop signs and lights and speed limits i.e. South Service – stoplights, 80km driven stop signs to 50 km. Barton Street – stop lights 40/50/60 km. #8 Highway 50/60 km which kicks in to 70 km at the Niagara Boundary?

There are only two off ramps to #8 Highway, namely 50 Road and Fruitland Road. There is only one commercial shipper off #8 Highway between Fruitland Road and Fifty, namely E.D. Smith of any consequence, the rest are north of Barton Street. E.D. Smith is on #8 Highway between Glover and McNeilly yet both Glover and McNeilly are posted – No Trucks –

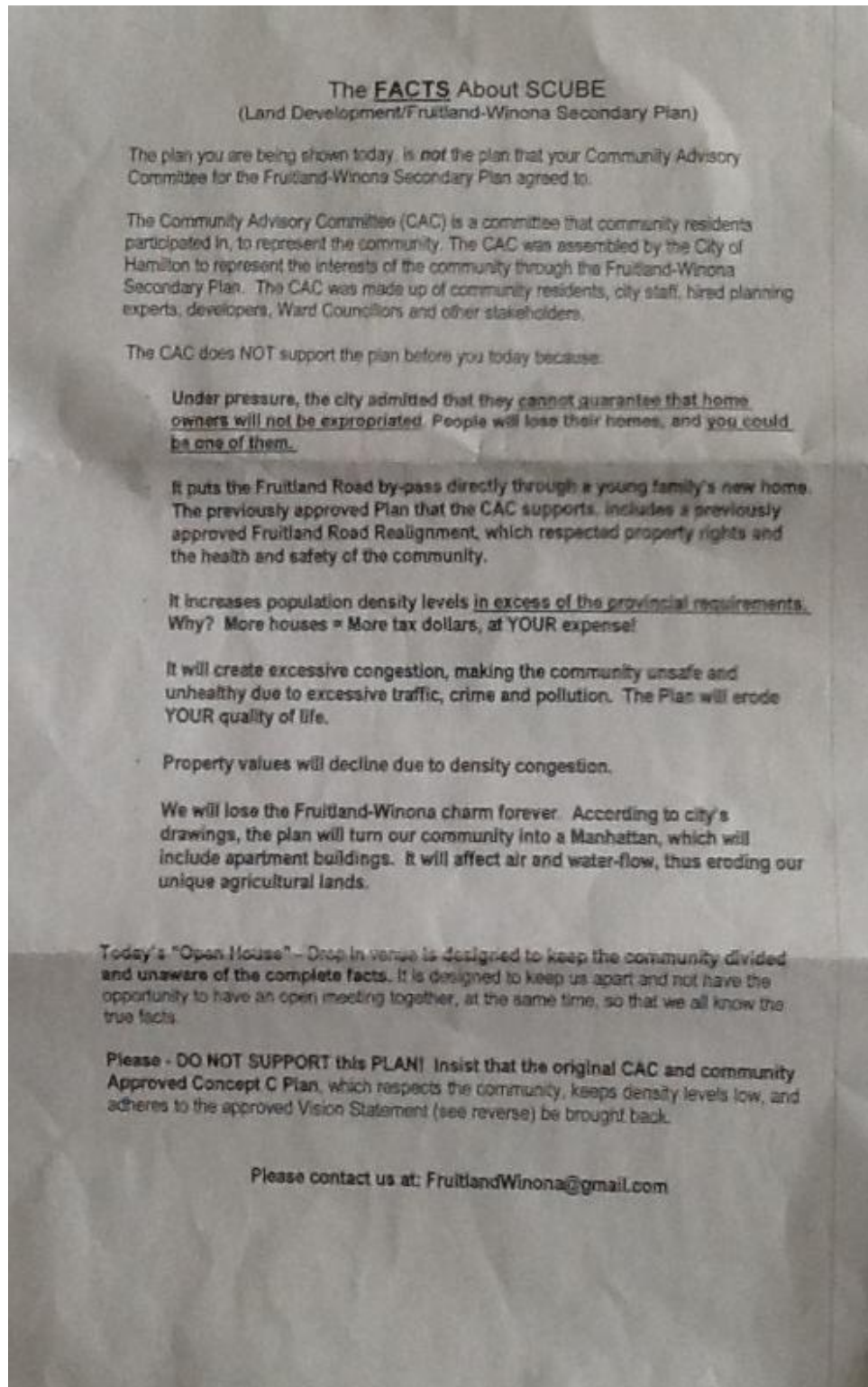
between Barton and #8 Highway. Barton Street signage does not allow a left (south) turn from 50 Road to Miller Road (except for the 3N-South roads connect to QEW overpass with 50, Fruitland and Miller. With all of the future residential development, ANY THOUGHT OF CLOSING STREETS (CUL-DE-SAC) IS NUTS, LUDICROUS AND PLAIN WHACKY, LEAVE FRUITLAND ROAD OPEN AND UNRESTRICTED TIME USE.

If the unthinkable (a new truck road is to be built) and restrictions put on Fruitland Road is considered, the following action is suggested prior to the construction of truck route:

- a. Get firm costs of road and ancillary items (total costs)
- b. Get list of petitioners for Fruitland Road restrictions.
- c. Float 20 year debentures for the total cost of the above.
- d. Divide the total costs by number of petitioners
- e. Notify each petitioner and every household on Fruitland Road – their share of the cost of their demanding a new truck route is one unit of total cost divided by number of petitioners each – debenture be paid over a 20 year period.

You may be surprised how soon they will lose interest!

111. Pamphlet handed out in lobby at meeting and placed in comment box for inclusion in this report.



Background:

The Community and City worked together for years and endorsed a Preferred Plan in 2005 known as Plan C. This Plan was designed based on the following approved Vision Statement: "Fruitland-Winona is a community that recognizes the character of two distinct areas that will together strive for a safe, clean Community with green canopy neighbourhoods connected by safe transportation corridors. The heritage Community of Fruitland-Winona will accommodate people of all ages within a variety of housing choices that will be supported by excellent schools, parks and trail systems. Within the heart of the Community, a people oriented focal point will provide for activities such as a farmers market, recreation centre and other community activities. This generally low density Community will support neighbourhood commercial and other higher density housing at appropriate locations. The Fruitland-Winona community provides a balance between a forward-looking community and a small town place to live."

- A year later, the City changed the plan without any input or knowledge of our community
- In June 2010, our community learned about the drastic changes to the Plan, which are destined to destroy our community forever by: expropriating homes, imposing density levels above provincial legislation, building apartment buildings, increasing traffic and pollution, and eroding our farmlands and our property values.
- The City since altered the community's plan (Plan C) by artificially inflating the density levels well beyond what was agreed to by the Community Advisory Committee and this community. Doing so to gain favor for the new Plan.
- According to public drawings, the City's vision for our quaint community is to make Fruitland-Winona look like downtown Manhattan.
- Since being elected in December 2010, Councillor Johnson has not held one Public Meeting regarding this development, except for one mandated by law, which took place this past May 2013, thus keeping the community in the dark.
- In June 2013, the community was misled in a public City Planning Committee meeting and was told that the city DOES NOT and WILL NOT expropriate their homes. Yet, in November 2013, at another public City Planning Committee meeting, the TRUTH came out! The Plan can and will expropriate people from their homes, including newly built homes. The plan puts the Fruitland Road by-pass further East and directly through a new family home. The plan is to build apartment buildings which will block air and water flow, which are key requirements for our tender fruit farming. The plan is to build an excessive amount of higher density dwellings, in excess of provincial legislation. The plan will erode our property values and our quality of life. The plan will make this community unsafe and toxic by making it over populated with excessive vehicles. The plan will destroy our community forever.
- The "Preferred Plan", that was endorsed by both the community and city in 2005, did not cause any of the above mentioned problems and allowed for progress to be made while protecting the Fruitland-Winona community.

What Can YOU Do to protect our community and your property?

1. Insist that the Community's endorsed Plan C be brought back.
2. Do NOT support the new plan that the city is trying to impose on our community.

Thank-you for standing up for Fruitland-Winona.

Please contact us at: FruitlandWinona@gmail.com